

June 6 1969 2/6

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

First CanAm — Indy 500 — Porsches swamp 'Ring

508





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of speed and success on the tracks. Not like some oils.



AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Registered at the GPO as a newspaper

6 June 1969 Volume 38 Number 23

editorial

contents

- 2 Pit and Paddock
- 6 Correspondence
- 6 Diary
- 8 Porsches rub it in at the 'Ring
- 13 Mazet dominates La Châtre
- 14 Acropolis Rally: Toivonen at last
- 17 Total's test day
- 18 Profile: Alan Rollinson
- 22 Road test: the Ford Capri 1600 GT
- 25 Indy 500: Marlo makes it
- 30 Records fall at Barbon
- 32 Disappointing Kirkistown
- 33 BARC's NT Silverstone
- 36 McRae and McGovern at Brands
- 37 Club News

Facing page 28 CanAm 1: Guess who?

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ONE-CLASS SPORTS CAR RACING

ALTHOUGH Group 4 and 6 racing has picked up in interest this season after a pretty dull first year of the 3-litre and 5-litre limits, there is still a very great deal which needs to be done by the FIA to improve the racing. Porsche's is a very extensive set-up, backed by superb organisation provided by Messrs Steinemann, Peich and Bott, and equally extensive funds (two cars were badly damaged by Siffert and Elford during practice for the Nürburgring 1000 Kms last weekend, and with little fuss two more were wheeled out to take their places), and as things are now they have ruled all this year, and in fact clinched the championship last weekend.

The domination by any one *marque* of a category always encourages potentially boring racing and, were it not for the efforts of Ferrari, Group 6 would be providing very little spectator value. The Ferrari 312P has excelled so far mainly due to the quality of its drivers, for the Porsche 908 is faster, and even if the Ferrari had not suffered from unreliability it would have stood little chance against the sheer numbers of the German offensive.

At the root of the trouble is the situation which demands that 25 cars must be built to qualify for Group 4 homologation, which is becoming more and more farcical. Porsche have shown this by building 25 of the new 917, and Ferrari will do the same with their 512Ss. In fact, the 4.5-litre Porsche, after an outing on a fast circuit (Spa) and a slow one (Nürburgring), has not shown up very well in the handling department, although it is probably the fastest sports car of its type in existence. The big G4 Lolas are becoming more reliable and, with better handling, faster, although they too, apart from the "freak" Daytona race at the start of the season, have not met with too much success.

Perhaps what is needed is a formula which merges G4 and G6 and allows racing on a pure capacity basis. This would mean the end of homologation specials and open the door to other constructors, such as McLaren, whose M6GT was refused G4 homologation. Undoubtedly sports car racing would benefit immeasurably from their presence. After all, a category which has got into such a state that 2-litre G4 cars are running without a spare wheel, in order to qualify for a less competitive G6 class, just has to need revision.

our cover picture

This year's CanAm series is already underway, with eleven rounds to last year's half a dozen, and once again it seems that a McLaren is the car to have. This is last year's most successful non-works car, the Roger Penske McLaren M6B of Mark Donohue.

Photo: Pete Lyons.

F1 McLaren for Gethin? Another Matra test crash Woolfe buys 917

Grand Prix Geth

Peter Gethin, who has so dramatically proved his worth this season with his handling of the works-blessed Church Farm McLaren M10A Formula 5000 car, may well get a drive in a McLaren Formula 1 car in the British Grand Prix. If all goes well with the new M9A 4wd car, which is due to make its *début* at Zandvoort this month, Denny Hulme will drive it at Silverstone and Gethin may be offered his M7A.

Still on the Formula 1 front, it now seems very likely that Pedro Rodriguez will be in the number 2 Ferrari Formula 1 car at Zandvoort, and subject to his contract with Tim Parnell he may well retain this drive for the rest of the season, using the car that Derek Bell drove at the *Daily Express* Silverstone in March.

Johnny Servoz flips 650

Another of the Matra Le Mans cars has been seriously damaged in a testing accident. Last week Johnny Servoz-Gavin was lucky to escape with a dislocated foot when he spun one of the new Type 650 V12 Spyders during tests at Marigny-le-Grand airfield. The car touched a course marker and flipped, but fortunately landed on its wheels; however, the damage to the car is severe and, with only a few days before the car must be presented for scrutineering, Matra Sports say they will almost certainly only field three cars for the 24 Hours on Saturday/Sunday week—two 630/650s and a year-old 630.

Servoz-Gavin is expected to be completely fit in time for the 24 Hours, but Henri Pes-

carolo is still recovering from the injuries sustained in his Matra testing accident at Le Mans in April, and Piers Courage was apparently approached by Matra to drive one of the cars; however, latest news is that Herbert Müller will join the team.

First big Porsche in captivity

The first Porsche 917 4.5-litre flat-12 Group 4 car to reach private hands has been delivered to John Woolfe in time for Le Mans, where it will be driven by Woolfe and Digby Martland. Apart from being turned out in Woolfe's blue and yellow colours, it is identical to the works cars; the rest of the homologated 25 units are unlikely to be sold for a while for, after having been built in 10 days to satisfy the homologation committee, they have now been dismantled again and are being rebuilt more slowly to Porsche's racing tolerances!

Woolfe's 917 is also entered for the Vila Real Six Hours in Portugal on July 6, when he will probably share the driving with Dickie Attwood. The Porsche joins the new Mk 3B Lola in the Woolfe stable; the ex-Sid Taylor Lola Mk 3, which won the Silverstone Group 4 race in the *Daily Express* meeting last March driven by Denny Hulme, and the Chevron-Repco B12 Group 6 car are both for sale.

Ferrari's Group 6 coupé

Ferrari are preparing a new closed version of the 312P Group 6 car, with a differently-shaped nose section, for Le Mans. Chris Amon has tested the car at Monza and will drive it

in the 24 Hours with Pedro Rodriguez. Drivers for the second entry, the open car raced last weekend at the Nürburgring, are not yet fixed but are likely to be chosen from Derek Bell, David Piper and Peter Schetty.

Six-litre racing in US

Our American spy reports that the atmosphere at Indianapolis last week seemed to indicate a general evolution in USAC racing towards a new formula which would permit only six-litre stock-block engines. The big wheels in Detroit are in favour, and such a ruling would tie in with the new NASCAR capacity limit, which is to be reduced from seven litres to six litres. With the proposed merger between USAC and SCCA (*Pit and Paddock*, May 23), this capacity could become universal in all types of American racing—and whichever one of the Detroit big three has the best six-litre stock block would rule the roost.

Westbury—the plot thickens

Colin Crabbe tells us that at the Whit-Monday Mallory F5000 meeting he certainly did sign the organisers' sheet to show he did not mind late entry Peter Westbury taking part, and that he would certainly not have taken any steps to protest about Westbury's inclusion. It thus remains a mystery why the stewards decided not to let Westbury run, after his late entry had been accepted on condition that none of the other competitors objected, and he had been allowed to practice. Could they have been worried that it might have rained and Westbury's very competitive Formula 2 Brabham BT30 might have made all the F5000s look stupid?

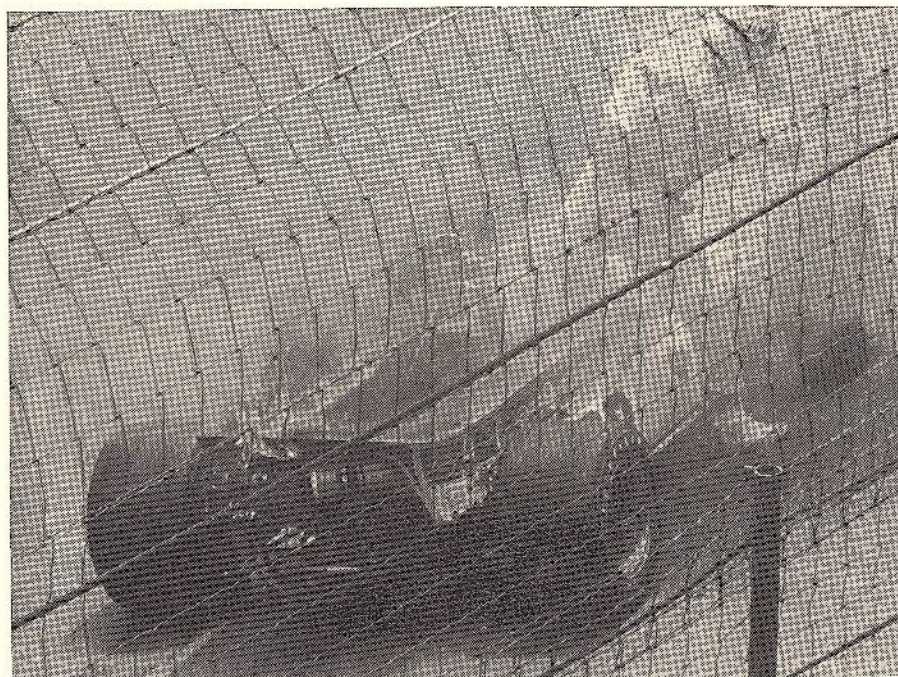
Colin Crabbe's Formula 5000 BRM-Ford, H16 chassis P83/01, is now for sale, owing to his time-consuming Formula 1 McLaren project. Colin also has another two BRM chassis, both for sale: P83/03, and a 1961 P57 chassis with a 4.7-litre Ford V8 engine.

Bert's back

Bert Hawthorne is yet another New Zealander to come over to England to race, but in his case it's a return visit as he was born in Northern Ireland and emigrated when he was 11. He had his first race at the age of 18 in a Ford Anglia and, after working for Fords in Christchurch, he came to England in 1964 as a mechanic for the Brabham-Honda F2 team. Having returned to New Zealand he raced a Brabham BT21 twin-cam in the 1968 Tasman Series, and was fourth in the Gold Star Championship behind Levis, Lawrence and McRae. He has now bought Graham Coaker's F3 BT21B and will campaign it in European F3 events, starting with Montlhéry this weekend; he is being entered by the Paul Watson Racing Organisation.

F2 Zolder

On Sunday the Formula 2 set will be at Zolder for the Grand Prix du Limbourg, where Jochen Rindt and Graham Hill head the entry in their Winkelmann Lotus 59Bs. Jackie Stewart and Johnny Servoz-Gavin will be in the Tyrrell Matras (if Servoz is not at Montlhéry doing the GT race), Piers Courage, Malcolm Guthrie, Peter Westbury and Kurt Ahrens in their BT30s and Jo Siffert, Gerhard Mitter and Dieter Quester in the BMWs. Alistair Walker's newly acquired ex-Courage BT23C will be driven by Jacky Ickx, while in other 23Cs will be Bill Ivy, Graham McRae, Robin Widdows, Xavier Perrot and Graham Birrell. Eric Offenstadt and Patrick Dal Bo will be in the works Pygmées, John Watson in his Lola T100, Werner Lindermann in his Brabham BT23, John Pollock in the Lotus 48 and Roland Binder in a Tecno.



Jim McElreath leaps from his burning car after bringing it safely to a halt during the Indianapolis 500. Our full Indy report starts on page 25.

Victory 1969. MAY

Silverstone Martini International Trophy Meeting

Martini International Trophy
1st Chris Craft Lola T70
British Racing Saloon Car Race
1st Roy Pierpoint Ford Falcon
Formula Libre Race
1st Harry Ratcliffe Mini Cooper 1275 'S'
International Sports Car Race
1st W. Green Chevron B5

Austrian Alpine Rally

1st Hannu Mikkola/Mike Wood Ford Escort TC
Entered by the Ford Motor Co. Ltd.
plus 1st and 2nd in over 1600 class

Crystal Palace International Race Meeting

Greater London Trophy Race Formula 3
1st Tim Schenken Repco Brabham Ford
Norbury Trophy Saloon Car Race (over 1300 cc)
1st Frank Gardner
Anerley Trophy Saloon Car Race (up to 1300 cc)
1st Gordon Spice Morris Mini Cooper 'S'
plus 1st place in every class

European Touring Car Championship

Brno G.P. 1st Dieter Quester BMW 2002
plus 2 class wins

Japanese International Grand Prix

1st Leo Geoghegan Lotus Repco V8

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and races have gone into
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Consistently smooth-
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combination never varies.
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Constant viscosity.
Terrific resistance to wear.
Castrol performance stays
the same. Season after
hard-fought season.
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racing drivers. Ask for
GTx for yourself.
You can only win.



Grand Prix de Paris

This Sunday's Grand Prix de Paris on the 3.36-km variant of the Montlhéry circuit features an excellent F3 entry, including Schenken's Brabham, Beckwith and Ikuzawa in Lotuses, Wisell's works Chevron, Jabouille and Depailler in works Alpines, Dubler, Jausaud, Mazet, Gaydon and others in Tecnos, Lanfranchi's Merlyn, Beuttler and Cassegrain in their BT28s, Hansen and Barrie Smith in Chevrans and many more. The supporting Group 4 and 6 race has Redman, Bonnier, Craft and Martland in Lola T70s.

Walker at Vallelunga

Dave Walker scored another Formula Ford win last Monday at Vallelunga, bringing his Jim Russell Lotus-Holbay 61 home ahead of Emerson Fittipaldi's Merlyn-Rowland Mk 11A, Claude Bourgoignie's JRRDS Lotus-Holbay 61 and Tony Trimmer's Titan-Lucas Mk 4, although Trimmer retains his lead in the European FF Championship. The Formula 3 race went to Vittorio Brambilla's old-type Birel from Claudio Francisci's Brabham BT21B and Giancarlo Gagliardi's Brabham. Full report next week.

Francisci at Monza

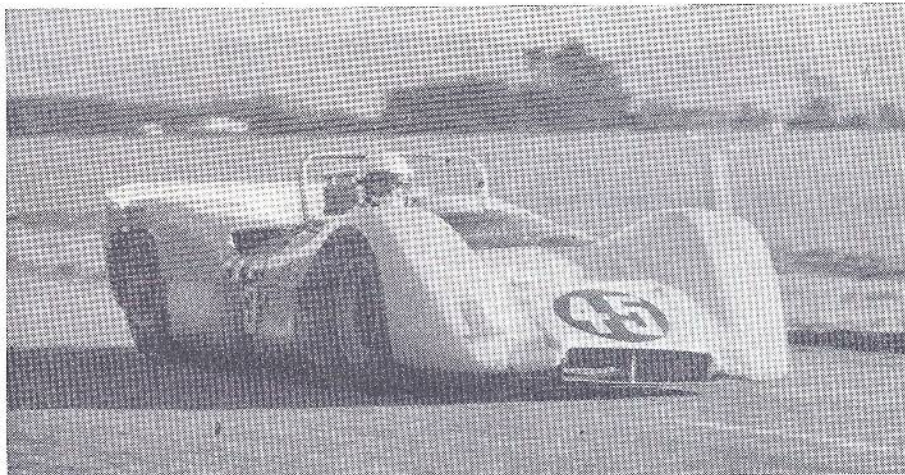
Claudio Francisci won the seventh Premio Fina F3 race on the Monza Junior circuit on May 18 in his Brabham; he was 0.4 sec clear of Gian-Luigi Picchi (Tecno), who was just second from Jean Blanc's similar car, and next up were Maurizio Montagnani and Cliff Haworth, also in Tecnos. Blanc and Picchi won their heats.

El Blanco moves up

Following Bob Clarke's resignation as General Manager of the BARC, Grahame White, the Competitions Manager, has assumed the responsibilities of both positions.

Weekend sport at Oulton . . .

There are rounds of the Redex saloon, STP GT and Les Leston Formula Ford championships as well as events for clubmen's cars and *formule libre* machinery at the Mid-Cheshire MRC's Oulton Park meeting on Saturday. Leading entries include Gerry Marshall in the new Shaw & Kilburn Viva



Laurence Brownlie broke the New Zealand car speed record on May 24, driving George Begg's McLaren-based 5.9 Begg-Chevrolet on the bumpy, tree-lined, 18 ft wide South Eyre road near Christchurch at 177.9 mph. This was only 4.1 mph faster than Maurice Stanton's ten-year-old record with the incredible four-cylinder Gypsy aero-engined Stanton Special, although the quickest one-way run was 181 mph. Brownlie will drive the works Begg-Chevy Formula A car in the Tasman Series next year.

GT, George Whitehead's Anglia, and Ian Ashley, Tony Trimmer, Mo Harness, Ray Allen and James Hunt in their FFs. Racing starts at 2 pm.

Mallory . . .

At Mallory Park on Sunday, the BARC are staging a nine-race programme which will take in rounds of the Ostram-GEC saloon, MN GT, Bob Gerard *formule libre* and Financings Trophy Formula Vee championships. Entries include Alistair Cowin in his McLaren M1B, Allen Gibson and Tim Stock in their Chevron-BMWs, Martin Birrane (Falcon), Simon Saye in his updated F3 Chevron B9/15 and Steve Thompson's Lola T60 t/c. First race is at 2.30 pm.

Snetterton . . .

On Sunday at Snetterton the Cheshunt MC will be staging their first ever race meeting. The Top Gear Trophy race for saloons is the main event of the day, and among those contesting it will be Graham Bean and Freddy Jacks (the latter in the ex-Terry Croker car) in their Anglia twin-cams. Other events in-

clude a Formula Ford race, and a *formule libre* race which should be a pushover for Carlos Avallone's F5000 Lola T140/142. The action begins at 2 pm.

Silverstone . . .

The Eight Clubs Silverstone race meeting has its 20th anniversary on Saturday, and sponsorship from Hoverloyd, the cross-Channel hovercraft people, should ensure a good meeting for the real clubmen run on the familiar Eight Clubs lines.

. . . and Shelsley

All the top names in hillclimbing will be at Shelsley Walsh next Sunday for the fifth round in the Shell/RAC championship, currently being led by David Hepworth (4wd Hepworth-Olds), and an excellent supporting entry includes no fewer than ten 500 cc single-seaters. The Midland AC's meeting starts at 1 pm, and Shelsley is 10 miles west of Worcester on the B4204.

Briefly . . .

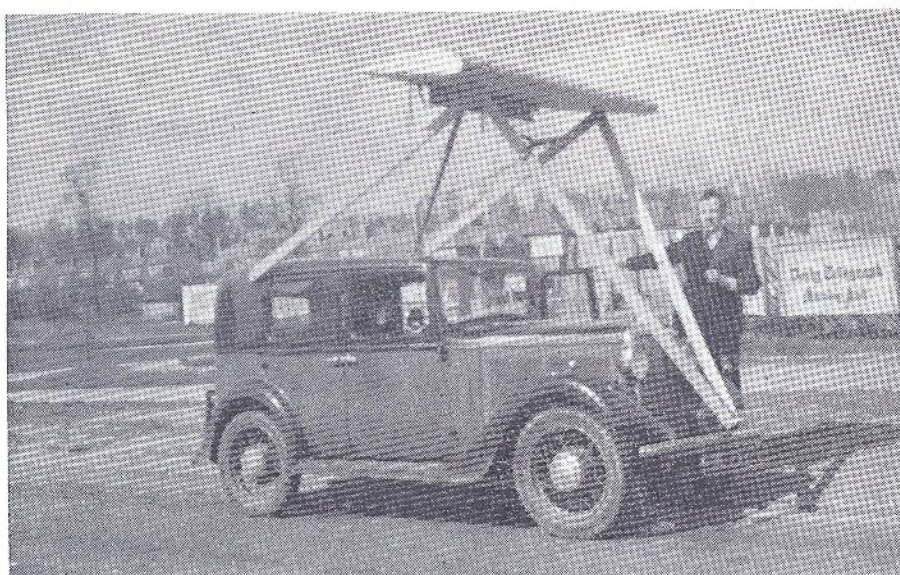
● It seems that there may well be another Argentina Temporada this winter, although it is unlikely to be for Formula 2 cars. Both Formula 5000 and a sports car series are being considered.

● Lotus Chief Designer Maurice Philippe will talk on racing car design and construction, with special reference to four-wheel-drive, at the Club Lotus clubnight at the Abbey Hotel, North Circular Road, London NW10 at 8 pm next Wednesday. A filmed interview with Graham Hill will also be shown.

● Basil von Rooyen was lucky to escape with slight facial injuries when he crashed his ex-works McLaren-Ford M7A Formula 1 car during practice at Kyalami last week. The car lost a wheel and virtually disintegrated.

● It seems that the Modena acrodrome circuit, used for testing by Ferrari, Maserati, Tecno, and de Tomaso, will no longer be available for use by racing cars.

● Perhaps the most outstanding, and certainly the most crowd-pleasing, incident at last Sunday's La Châtre F3 meeting occurred when a Formule France driver wandered round to stand inside the circuit hairpin to join a vast crowd of others to watch the F3 race. After some heated words, the Clerk



Before the aerofoil controversy dies down, we couldn't resist publishing this picture sent us by a reader. It was taken in 1938—and we reckon this wing would promote positive, not negative, lift!

of the Course suddenly lashed out with his fists. To the cheers of the crowd, some gendarmes grabbed the official and let him cool down for a couple of minutes. The driver walked away, but within seconds the C of C was at him again. The crowd cheered the driver on, and eventually the gendarmes removed the offending official from his track! Can you see Nick Syrett or Grahame White doing the same?

● Citroëns have been seen travelling at very high speeds on French autoroutes, and something like 140 mph is alleged. It is understood that the merger with Maserati is involved, the engine being a V6.

● First pictures have been published on the Continent of the F3 prototype built by the German-based American firm of McNamara, of which Pete Arundell is now a director. Having built several of their wedge-shaped Sebring Formula Vee cars — one of which is raced in this country by Graham Meek — McNamara are now going into production with the F3, which is very narrow and uses a spaceframe and conventional outboard suspension. The *marque* should provide Formula Vee heroes Helmut Marko, Werner Reidl and Günther Huber with their first taste of Formula 3.

● The Festival of Speed planned for Oulton Park on September 27, which was to have contained several Mid-Cheshire MRC races, has been cancelled.

● Two new Fiats—the 124 Special and the 125 Special—have now become available in England. The 124S features a 1438 cc engine as opposed to the original 1197 cc unit, servo-assisted disc brakes all round and improved trim. It sells for £968. The 125S has an extra 10 bhp from the same capacity 1608 cc twin-cam engine, a five-speed gearbox, quartz iodine headlights, better ventilation system and generally improved passenger amenities. It sells for £1203. Both cars were described by John Bolster in our December 6, 1968, issue.

● Swiss Porsche Carrera 6 driver Hans Kuhn won a surprise victory over the Porsche 910s of Petitjean, Blank and Leinenweber in the recent Wissembourg hillclimb in Germany. An interesting entry was a 1966 Formula 1 Ferrari driven by Hugues Hazard.

● Liverpool Miniman Mike Kearon, whose motor-racing father Mervyn Kearon bestowed him with the initials MPH, has forsaken his familiar ex-Broadspeed Mini-Cooper S, which has been raced over the past three seasons with 1.0 and 1.3-litre engines with considerable success. In its place Kearon has acquired the ex-Malcolm Wayne/Robert Ashcroft/John Scott-Davies Chevrolet Camaro, which should prove an interesting handful after the Mini.

● Armcø barrier is being erected almost all round the Le Mans circuit, including down the Mulsanne straight and through the White House kink, in time for this year's 24 Hours race next weekend.

● Roger Keele, the former karting ace, who has been going very well in recent F3 races with the rather outclassed EMC, has parted company with the Ehrlich set-up, and although he will continue to drive MRE's FF Merlyn Mk 11A in selected internationals, he is looking for a good F3, GT or F5000 drive. It seems that the EMC will be put into temporary retirement and brought out for a race at Monza in September.

● A special postage stamp is being issued on July 19 to coincide with the British Grand Prix, illustrating Graham Hill in a Lotus 49, and the GPO will frank the June 19 covers with a special one-day handstamp at Silver-



Bette Hill, in recognition of the rôle she plays as wife of the World Champion, was presented with an 18-carat gold nugget by BRSCC chairman Bill Webley at a party last week. The party followed the Doghouse Owners' Club AGM. With Bette are (left to right) Greta Hulme, Betty Brabham, Rosamund Smith (wife of BRSCC's Ian) and Pat McLaren.

stone. The competing drivers have agreed to autograph a small number of covers, for which a draw will be held. The project is in aid of the Disabled Drivers' Association; details from C. Williams, Hon Sec Preston Group DDA, 114 Tulketh Road, Preston, PR2 1AR.

● Rootes have decided to withdraw from official participation in motor sporting events due, they say, to the fact that "the commercial value obtainable is now outweighed by the cost of achieving the highest honours in the sport." Their most recent successes include Colin Malkin's three 1968 British rally championships with a Sunbeam Imp, the Hillman Hunter Marathon victory, and Peter Harper's outright victory in the 1968/69 World of Sport Rallycross championship with a Sunbeam Imp.

● Brian Toft (1.5 Anco) and Alan Gorsuch (1.0 Nova Lotus) are still neck-and-neck in the Monoposto Championship with 19 pts each, leading their respective classes. Derrick Colvin's 1.5 Lola Mk 5B is second with 13 pts from Pat Sumner (1.5 Lotus 22), who has 12 pts; Gerry Meharey (1.5 Cooper T56) and Eddie Heasell (1.0 Lotus 20) both have 11 pts.

● De Sanctis, the racing car constructor who ruled the Italian F3 tree before the advent of Tecno, have announced that for this season they will concentrate on chassis for the national Formula 850, which uses Fiat components. They plan a return to F3 when the new 1600 Formula begins in 1971.

● Contrary to a recent AUTOSPORT report, Merlyn Formula Ford driver Ian Foster uses a motor tuned by Sigma Engineering of Gillingham, Dorset—as do Bryan Sharp and Paul Weldon.

● The London Special Builders' Group of the 750 MC have issued a challenge for the Birkett Six-Hour Relay Race at Silverstone on August 9; they will pay the entry fee and petrol of any other 750 team that beats them. A similar Formula 1200 challenge has been made to any 1200 or 1-litre clubmen's formula team.

● The most disappointed man at Barbon Manor last Saturday was Martin Brain, who was sharing his car with a car-less Tony Griffiths. As he was waiting for engine bits from America for the Cooper-Chrysler, Brain had turned up with no less than an F1 Cooper TB6B, complete with two-valve BRM

V12 engine. Unfortunately the mixture settings were all wrong, being still set up for the Mexico atmosphere, and after spending most of the day trying to start the car the pair could not get down to competitive times.

● At the Total test day at Silverstone last week Joe Lowrey achieved 74.86 mpg in a diesel Mercedes-Benz 220D.

● It seems likely that BLMC's Competitions Dept will be entering a pair of G5 Morris 1300s for the Spa 24 Hours saloon race on July 27/28. Drivers will include regulars John Rhodes and John Handley, while there is talk of a leading foreign name being brought in to share the other car.

● A 100-mile prod sports race with a £250 prize fund will be the main race on the Austin-Healey C's card at their Thruxton meeting on July 27.

● Team Mospeed, the glassfibre and race preparation business run by Bob Evans and Mike Ordway, have moved to Factory 2, Burnham Trading Estate, Burnham Road, Dartford, Kent (Dartford 25674).

● An unfortunate error in our May 23 issue interpreted Jo Siffert's name in Ferodo's advertisement advertising their Monaco success as Sifford. Our apologies to all concerned.

● Yet another New Zealander to come to England to seek his motor racing fortune is Clive Bush, who worked with McLaren last year and is now doing preparation work on his own. Recent projects include inserting a 2.7 Climax mill into an F2 Tecno chassis for a French hillclimber, and helping to sort the FF Royale. In New Zealand he used to race a Lotus 18, and then an 1198 cc sports car based on bits from the 18.

● Lynton Racing of Fortis Green, London N2, who manufacture twin-cam Hillman Imp engines, have been appointed dealers for Uni-power GT cars.

Indy order changes

● Since we went to press with the Indy report the official results have been announced which alter the ones printed. The order should now read: Andretti, Gurney, Kenyon, Unser, Revson, Leonard and Donohue in seventh place. Mark Donohue also won the Rookie-of-the-Year award worth \$5000 in spite of Revson's great drive from 33rd to fifth place.

correspondence

Tribute to Hawkeye

ANYONE who knows anything at all about motor racing is aware of Paul Hawkins' achievements as a driver; I would like to say a little about Paul the man.

In this complex business of international motor racing there are many people who do not allow their personalities to obtrude, for fear that it might jeopardise their chances of getting the right drive. Paul made it to the top, but he was never afraid to call a spade a spade. Many of his classic remarks are truly memorable, like his reference to "lady drivers" at Sebring a couple of years ago.

If I turned to Paul for advice I could always be sure of being told the best and only way to go, for he was so straight and genuine that he would not pass an opinion or offer advice unless he was certain that it was for the best. He would dismiss major catastrophes like his trip into the sea at Monte Carlo with a phrase like, "!!*!, matey, it was just one of those things."

Paul was always fun to be with. If you went to a party and Hawkins was there, you knew that the party would swing—it had to. His personality made people enjoy themselves, for he was always cheerful and energetic. He had many problems of his own, but would always sort them out quietly and never search for sympathy from anyone if things weren't going well for him.

Everyone will miss him, but he would hate to think that anyone was unhappy or talking of quitting racing or of not going to that party or out for that drink because of his death. If he had it over again he would still do that race, as he always fully respected the risks involved. He would say, "!!*!, matey, it was just one of those things; go out and have a good time for me."

HAM, SURREY.

CHRIS SKEAPING.

Poster advertising

WITH reference to your editorial last week about GLC advertising for Crystal Palace meetings, and in particular for last Whit Monday's F3 event, I was intrigued by your comment that it would be interesting to see how the advertising by posters affected the attendance.

I travel daily by British Rail and the Underground and never saw one poster at all, although I particularly looked for them. There were no posters either on the Southern Region stations between Victoria and Crystal Palace. I seem to remember that for the Easter motor cycle races there were no posters on show. So if the GLC have poor attendances at the Palace, it seems they have only themselves to blame.

SOUTH OXHEY, HERTS.

W. E. AVORY.

[The editorial commuter trail passed Underground posters for Crystal Palace at Notting Hill Gate and Oxford Circus.—ED.]

Indy fuels

CONCERNING Pete Lyons' article on Indy qualifying in your edition of May 30:

1) Petrol is not banned, but three pitstops are required. Therefore petrol's higher calorific value is of no use.

2) Toluene (methyl-benzene) has a lower RM number (analogous to octane rating) than methyl-alcohol. It is used to increase the calorific content and reduce the consumption of racing fuels.

3) Methyl-alcohol has an RM number of the order of 190—ie, roughly 50 per cent higher than Avgas.

4) Ford are using a 27 lb/sq in boost which results in turbocharger discharge temperatures of the order of 325 deg F, which they try to reduce with rich mixtures. Ford would do well to reduce the boost and increase the compression ratio, so that more heat would be produced in the combustion chamber where power could be extracted from it, and less heat would be produced in the inlet tract where it damages efficiency.

5) Bobby Unser's Lola wears number 1 because he is the reigning USAC champion, not because he won Indy last year. (Caption writer's boob.—ED.)

6) Kurtis tried a de Dion rear in 1954/55. Everyone liked the ride (they still raced on bricks then), but no one liked the handling—probably due to indifferent lateral location.

TONBRIDGE, KENT.

J. B. DALY.

Prod sports classes

IT is a known fact that on the majority of British circuits the lap records and average speeds of 2000 to 3000 cc prod sports cars are slower than those in any other prod sports class. However, organisers insist the majority of the time on running the over 3000 cc class with the "Healey 3000 and Morgan Plus 4" class, ie the fastest with the slowest. This is hardly the way to have competitive racing.

At last, however, an organising club has appreciated that speed and cubic capacity are not equitable and have gone a long way to re-introducing competitive sport to a class of motor racing which a recent survey showed to be the most popular branch of club racing: the BARC, who at Silverstone recently combined the 1150 cc class with the 2000-3000 cc class and created exciting motor racing. These classes are the two slowest in prod sports racing, so the step was logical. I hope that other clubs will follow their lead.

M. ASHLEY-BROWN.

LONDON W1.

Eye witnesses needed

DID any of your readers see my accident at Thruxton on March 23, when my E-type hit the bank and flew for some considerable way? I am trying to find eye-witnesses so I can get an idea of when various bits and pieces came off the car, and piece together the actual cause. The Paddock, Salisbury Rd., Abbots Ann, Andover, Hants.

MICHAEL MILES.

The editor is not bound to agree with opinions expressed by readers.

AUTOSPORT DIARY

INTERNATIONAL EVENTS

June 8/12. RSAC Scottish Rally, Blythswood Sq, Glasgow. 10 am.

June 8. GP du Limbourg, Zolder, Belgium (F2).
GP de Paris, Monthéry, France (F3, G4/G6, G5).

June 14/15. Le Mans 24 Hours, Le Mans, France (FIA G4/G6 Constructors' Championship, round 8).

June 15. Rhine Cup, Hockenheim, Germany (F2).

Telegram Trophy, Lakeshore Raceway, Quebec, Canada (G7, CanAm Series, round 2).

Hameenlinna, Finland (F3, FV, G5).

June 19/22. Geneva Rally (European Rally Constructors' Championship, round 3).

June 22. Dutch GP, Zandvoort, Holland (F1 World Championship, round 4).

Monza Lottery, Monza, Italy (F2).

Brands Hatch 6 Hours, Britain (European Touring Car Challenge, round 5).

Zolder, Belgium (FV).

Mont Ventoux, France (European Mountain Hillclimb Championship, round 2).

BRITISH CLUB EVENTS

June 6/8. Rover Owners Assoc Fourteenth Annual National Rally and Caravan Weekend. Deer Park, Eastnor Castle, near Ledbury, Herefordshire.

June 7. Mid-Cheshire MRC restricted Mid-Cheshire Cup race meeting, Oulton Park, near Tarporley, Cheshire. 2 pm.

TEAC restricted WD&HO Wills race meeting, Lydden Hill, near Dover, Kent. 2 pm.

Eight C closed race meeting, Silverstone, near Towcester, Northants. 11.30 am.

Omagh MC national British hillclimb, Syon-

fin, Fintona, Co Tyrone. 1.30 pm.

BARC Yorkshire Centre 21st restricted Scarborough Weekend driving tests, Rufforth, near York. 1 pm.

June 7/8. Furness MC restricted New Festival Rally. 89/4024973. 11 pm.

Bala & BMC restricted Rali Gwyniad, Thomas Motor Mart, Glanrafon, Corwen, Merioneth. 10.30 pm.

June 8. Cheshunt MC copromoted Top Gear Trophy race meeting, Snetterton, near Theftord, Norfolk. 2.30 pm.

BARC closed race meeting, Mallory Park, near Kirkby Mallory, Leics. 2.15 pm.

Midland AC national British hillclimb (Shell/RAC Hillclimb Championship round 5).

Shelsley Walsh, near Worcester. 1 pm.

BARC South Western Centre restricted hillclimb (Castrol/BARC Hillclimb Championship round), Brunton, near Collinson-bourne Kingston, Wilts. 41/243562. 2 pm.

Southsea MC restricted autocross (PN6 series, SC round 3), Buddens Farm, Chilton, near Horndean, Sussex. 2 pm.

De Lacy MC restricted autocross (PN6 series, N round 3), High Egborough, near Whitley Bridge, York.

Tunbridge Wells MC restricted Triad autocross (ACSMC championship round), Keylands, Paddock Wood, Kent. 171/674461. 1.30 pm.

Yeovil CC restricted 5th Yeovil autocross (ASWMC championship round), Haselbury Park, North Perrot, near Crewkerne, Som. 177/489093. 2 pm.

Notttingham SCC restricted autocross (EMAMC championship round), Aston Hill Farm, Aston-on-Trent, near Derby. 121/406299. 1.30 pm.

Mid-Cheshire MRC closed autocross, Heathgate Farm, Great Warford, near Alderley

Edge, Cheshire. 101/814776. 1.30 pm.

Folkestone & East Kent CC closed autocross and inter-club relay, Great Everden Farm, Hawkinge, near Folkestone, Kent. 2 pm.

Morgan 4/4 C restricted sprint, Santa Pod, near Poddington, Beds. 2 pm.

Dudley & DCC restricted sprint, Curborough Farm, near Lichfield, Staffs. 2 pm.

Chichester MC restricted hillclimb, Ditcham, Old Ditcham Farm, near Petersfield, Hants. 2.30 pm.

BARC Yorkshire Centre restricted 21st Scarborough Weekend driving tests, Olivers Mount, Scarborough, Yorks. noon.

Cambridge CC restricted May Manoeuvres (Castrol/BTRDA Autotest Championship round), Bourne Airfield, 134/336595. 10 am.

Brighton & Hove MC restricted driving tests (ACSMC championship round), Brighton sea front, Sussex.

TEAC Vintage Meet '69, Southchurch Park East, Lifstan Way, Thorpe Bay, Southend-on-Sea, Essex; starts Chalkwell Park, Westcliff-on-Sea. 11 am.

June 11. Sevenoaks & DMC copromoted summer evening driving tests, Green-sleeves, Knatts Lane, Knatts Valley, Sevenoaks, Kent. 171/568618.

June 11/15. Bugatti OC International Bugatti Rally. Finishes Prescott, near Cheltenham, Glos. June 15.

June 12/15. Bentley DC Golden Jubilee Bentley Shell 500 London itinerary: Oxgate Lane, Cricklewood. 10.30 am.

Westcountry itinerary: St Mary's Church, Plympton, South Devon. 12.30 pm.

Scottish itinerary: starts June 13, Castle Esplanade, Edinburgh. 4 pm.

Girling stop fast -to come first

INDIANAPOLIS 500

WON BY

BRAWNER · FORD HAWK

DRIVEN BY

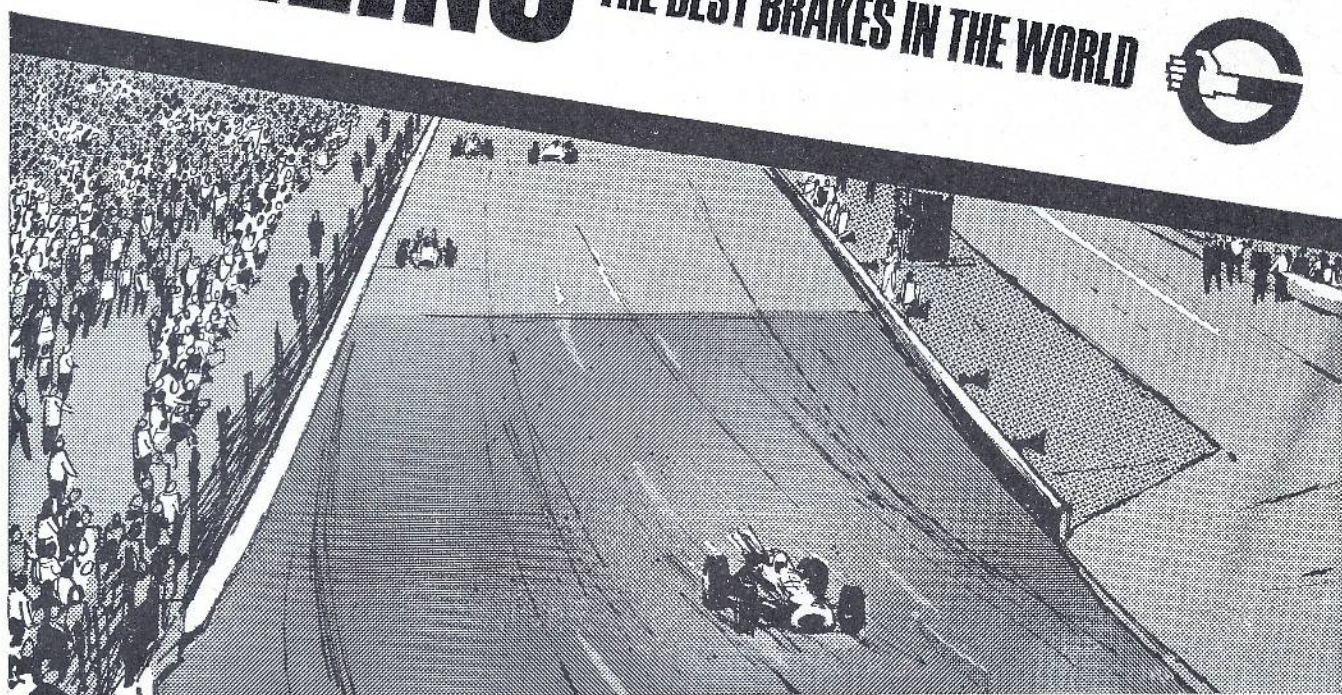
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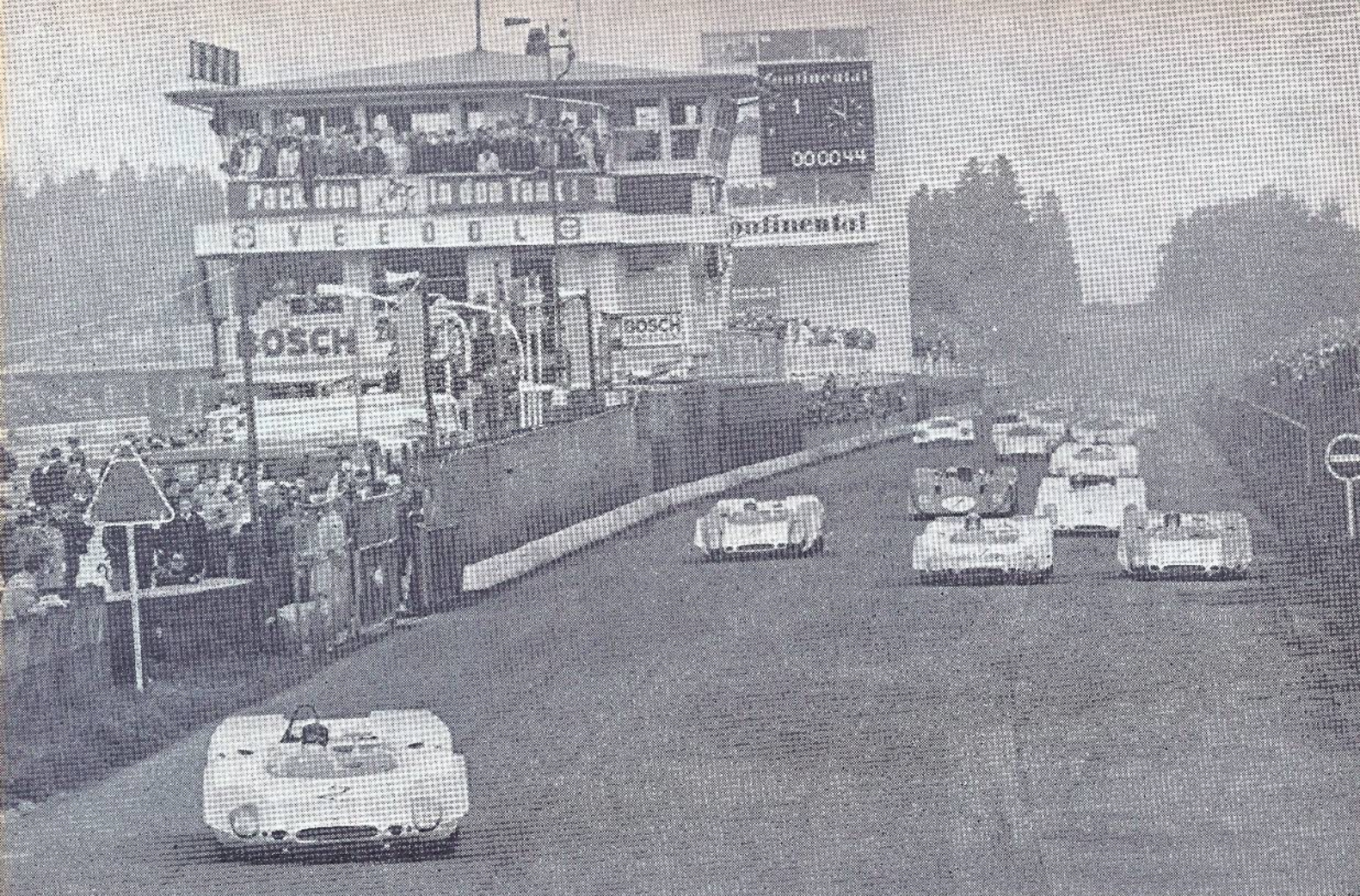
fitted with

GIRLING

Results subject to official confirmation

THE BEST BRAKES IN THE WORLD





The start, with the Mitter/Schütz Porsche drawing ahead of the similar cars of Siffert/Redman and Elford/Ahrens, Lins/Attwood and Stommelen/Herrmann, and the Amon/Rodriguez Ferrari.

Porsche rub it in at the 'Ring

**Redman and Siffert yet again in Nürburgring 1000 Kms
— Porsche 908s take first five places —**

**New race record — Ferrari fails again, but Amon sets
new outright lap record — Ford GT40 takes G4
honours — 2-litre Prototype and G3 classes
also go to Porsche**

By PATRICK McNALLY

Photography by NIGEL SNOWDON

JO SIFFERT and Brian Redman won their fourth FIA Groups 4 and 6 Championship race of the year for Porsche last Sunday by bringing their open Porsche 908 home a convincing winner in the Nürburgring 1000 Kms in a record time of 6 h 11 m 2.3 s, an average speed of over 100 mph. Porsche's supremacy and reliability were really rubbed home, for five of the six works cars finished in the first five places. Rolf Stommelen and Hans Herrmann were second some 4 mins behind, both the leading 908s being fitted with Firestone tyres which gave them an undoubted advantage in the dry conditions over their team mates Vic Elford/Kurt Ahrens and Richard Attwood/Rudi Lins (on Dunlops), who took third and fourth places. Fifth place went to the "works" car of Willie Kauhsen/Karl von Wendt, who surprisingly kept the car on the road and were two laps behind the winner.

In the opening laps Chris Amon in the Ferrari 312P offered a serious threat to Stuttgart, but Pedro Rodriguez was not on best form and, although Pedro maintained their second place, Amon found himself with over 2 mins to make up; despite setting a new absolute lap record of 8 m 3.3 s, his challenge failed when the electrical system ceased to function properly, forcing retirement.

With no Ferrari the race lost all its interest. The big Group 4 class was won by the Kelleners/Jöst Ford GT40 after an exemplary drive. Jo Bonnier and Herbert Müller lost time early on but drove like demons, catching up with the German Ford only to be forced out with driveshaft failure. Frank Gardner and David Piper, who were called in at the last moment to drive the 4.5-litre Group 4 Porsche 917, found it a bit of a monster on this tight circuit but brought it to the finish, albeit a lowly eighth overall. Porsche now have the Championship well and truly won and should be feeling justifiably pleased with their efforts; the organisation under Ferdinand Piëch, Helmut Bott and team manager Rico Steinemann is without par.

ENTRY

THE ADAC received around 100 entries for this year's 1000 Kms, including the usual percentage of British club drivers. Naturally enough Porsche were hoping to clinch the Championship beyond doubt, and brought along three new open 908s which had redesigned noses, tails and sides, and also featured faired-in cockpits. These new bodies were designed to operate with tail flippers, but the recent CSI ruling on movable aerodynamic devices meant the cars had to run with small fixed spoilers on their tails. As usual Jo Siffert was paired with Brian Redman, but Vic Elford was driving with Kurt Ahrens rather than his regular partner Richard Attwood, who was sharing a car with Rudi Lins entered by Porsche Konstruktion. Gerhard Mitter/Udo Schütz were driving one of the old body-styled 908s, but Rolf Stommelen/Hans Herrmann had a brand new car. For some odd reason Karl von Wendt and Willie Kauhsen were given a works 908, neither driver having enough ability to justify their inclusion in the team.

Against this fearsome array Ferrari fielded a single 312P for Chris Amon/Pedro Rodriguez. After Spa Pedro and Michael Parkes came to the German circuit to do some testing and the car was set up to ride higher than before, and given a new fuel reservoir to counteract the effect of fuel surge when on low tanks. Ferrari have a second car at the factory with closed bodywork, but this is being kept for Le Mans.

The JW team brought along their new Cosworth V8-engined Gulf Mirage for Jacky Ickx/Jackie Oliver, this being completely different behind the rear bulkhead to accept the more squat Cosworth V8 in place of the BRM V12 unit. The ZF transmission has been changed for a Hewland DG300 gearbox,

AUTOSPORT, JUNE 6, 1969

but although the rear crossmember is different the suspension remains virtually identical. Nevertheless, despite its 430 bhp, the car is still too heavy to be a real threat, even in Ickx's capable hands. The second Mirage for David Hobbs and Mike Hailwood was as at Brands and Spa, but it is now fitted with a four-valve BRM engine which in theory should have made it faster than the Cosworth car! (Bourne claim 450 bhp for their 48-valve V12.) Preparation of both cars was completed only minutes before they were due to leave, and JW might have been better advised to have brought along one of their GT40s, which at least is a known quantity, rather than try to run two new cars.

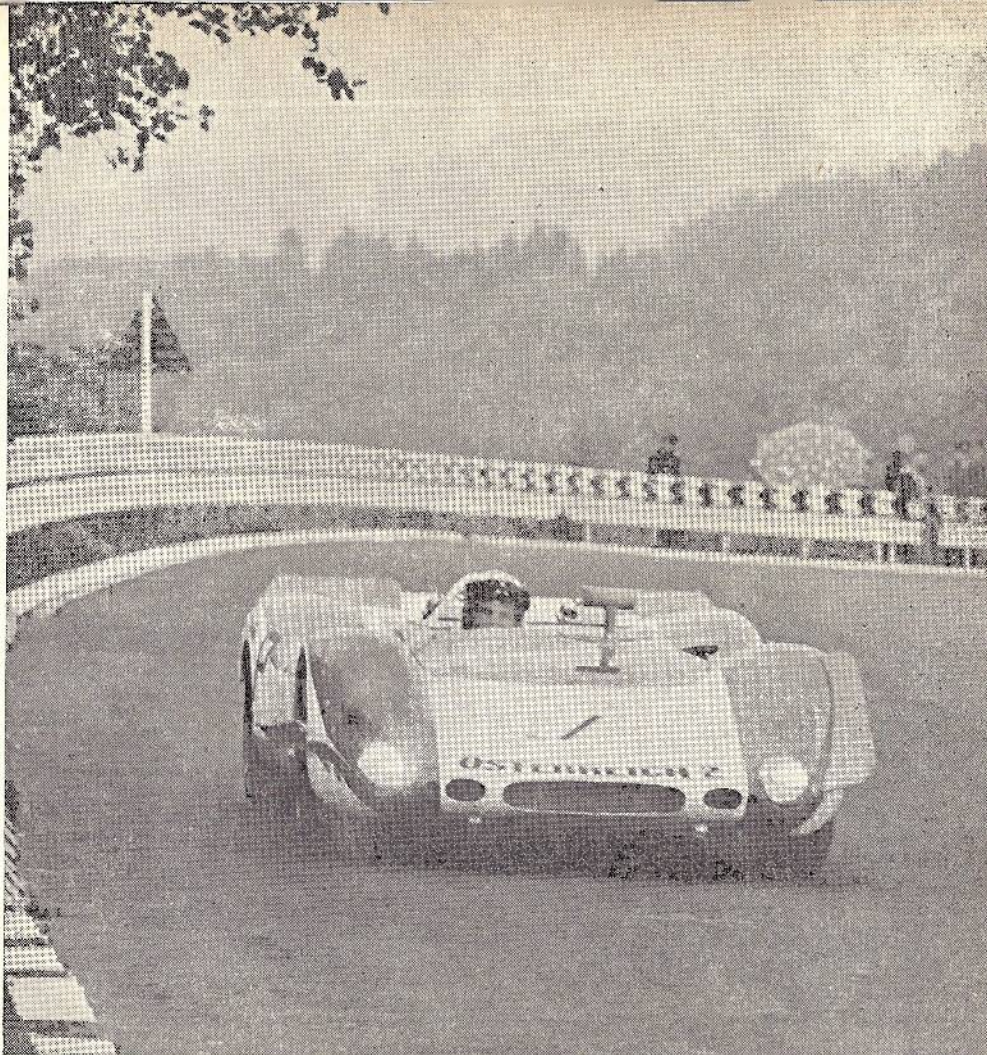
Alfa Romeo, who had been testing their 3-litre Tipo 33s at the 'Ring the previous week, when they had shown up extremely well, for some strange reason decided not to run them, and instead concentrated on their Group 4 cars. Thus Alfa Romeo were represented in Group 6 solely by the VDS entry of Teddy Pilette and Rob Slotemaker, who had brought along a 2½-litre Tipo 33. Serenissima had entered their new Prototype for Jonathan Williams and Juan Manuel Bordeu, but Bordeu broke it testing in Italy.

Hans Dieter Dechent and Gerhard Koch were driving the surviving Martini-sponsored BG Racing Team 907, while Helmut Krause entered his similar car for himself and Ernst Furtmayr. Max Wilson brought along his BRM-engined Lola T70 V12 to be shared by Mike Walker—not perhaps the ideal car for this circuit—and Chris Lawrence completed the class in the Deep Sanderson, which has now been fitted with a 3-litre V8 Martin engine mated to a Hewland FT200 gearbox. Light and low, the Deep Sanderson has grown a lot since we first saw it with a Mini engine. Codriver on this occasion was U2 clubman John Wingfield.

In the big Group 4 sports car class entries were sparse. Lolas were entered by Bonnier, Piper, Norinder, Troberg, Craft and Prophet, but only three of these turned up, Jo Bonnier's car being the only one to look as if it could offer a challenge in the overall picture. Jo was sharing the driving as ever with Herbert Müller, the car being the one they used at Spa. Piper was unable to get his car ready in time, while Norinder was called away to Sweden at the last moment. Chris Craft decided not to come, leaving only Picko Troberg/Bjorn Rothstein and David Prophet/Ed Nelson.

Porsche had entered three 917s, but found they had more cars than drivers, and decided eventually to run one car for Frank Gardner and David Piper—after all the works drivers save Richard Attwood had given an emphatic "no" when offered the choice. Originally Hubert Hahne and Dieter Quester were going to drive, but BMW decided that they couldn't risk such valuable drivers in the already notorious 917. Nick Granville-Smith gamely entered his Cobra for himself and Gordon Miles, while Helmut Kelleners/Reinhold Jöst had the only GT40 in the race.

The 2-litre Group 6 category was equally poorly supported. Squadra Corse entered a pair of 2-litre Porsche 907s for Carlo Manfredini/Giampero Biscaldi and Antonio Nicodemi/Silvio Moser, while Clive Baker entered his Chevron-BMW as a Group 6 car as the prize money was better! A new 2-litre Abarth appeared with a wedge-shaped tail for Johannes Ortner and Gijs van Lennep, which looked very like their hillclimb car. There were three Ferrari Dinos entered, including Alain de Cadenet's ex-Dean machine which he was sharing again with Mike Walton. Roger Nathan/Mike Beckwith had the professionally turned-out 2-litre Astra-Climax, and the BMW Martini garage had entered a similar car for an unknown German pair. A disappointing non-starter was Mark König's Nomad-BRM Mk 2. In the smallest Group 6 class there was a wide variety of cars, from Peter Rand's ex-works Alpine-Renault to the Chevron-Fords of John Bridges/John



Jo Siffert takes the 908 Spyder he shared with Brian Redman on its way to another win. Note the new colour scheme.

Lepp (FVA) and Andrew Mylius/Alan Harvey (twin-cam), with some open works Lancias thrown in.

One of the most competitive categories was the 2-litre Group 4 class. Alfa Romeo had entered three 2-litre Tipo 33s for Andrea de Adamich/Nino Vaccarella, Carlo Facetti/Herbert Schultze and Nanni Galli/Ignazio Giunti. These were last year's cars, immaculately prepared but with no further development work since Le Mans last September. Against these Alfas were the two Abarths for Eric Bitter/Arturo Merzario and Toine Hezemans, whose car had new suspension modifications since the BOAC; the Porsche 910s of Bill Bradley/Tony Dean, Masten Gregory/Richard Brostrom and Joseph Greger/Ernst Kraus; and the usual host of Carrera 6s. Chevron had actually entered a works B8-BMW car for Hubert Hahne and John Hine, but when the German got an offer of a Porsche drive Reine Wisell was given his first chance at the Nürburgring. Private Chevroons were in the hands of Peter Taggart/Tony Goodwin, Peter Brown/Tim Stock (the JCB entry) and the German pair Dieter Basche/Nikolaus Killenberg. The Group 3 class was a complete Porsche benefit, 10 Porsche 911s having roadgoing Alfa Romeos as competition.

PRACTICE

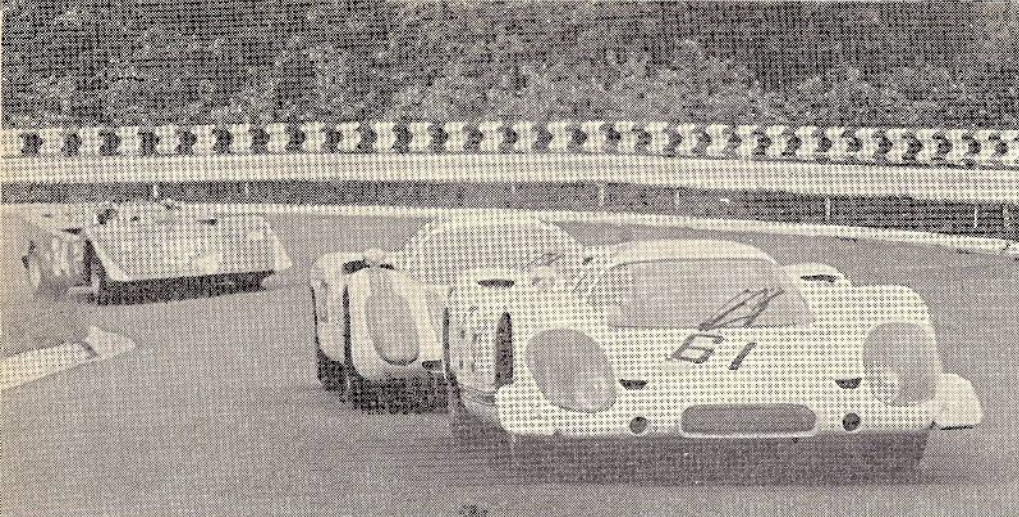
THERE was surprisingly little practice when you consider how difficult the 'Ring is to learn—all day Friday but only half a day on Saturday. The organisers insisted on four consecutive laps to qualify from each driver, and a time equivalent to at least 80 per cent of the fastest time in the class. This posed problems for quite a few, for Friday's practice was held in virtually dry conditions, while the whole of Saturday morn-

ing it poured with rain. Hence if a car gave trouble on the first day of practice there was a real problem to get it into the race.

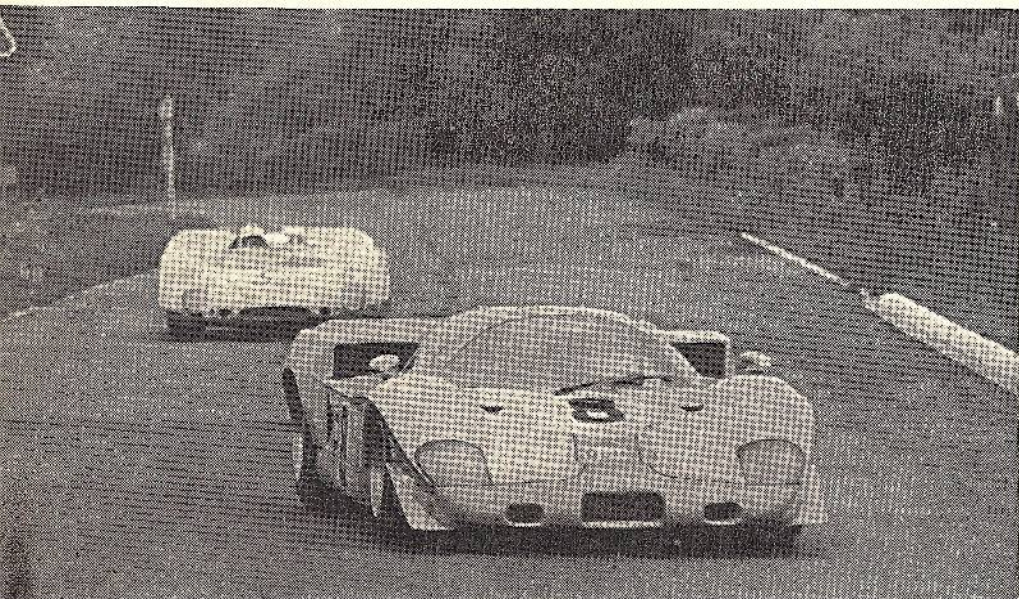
As at Monza and Spa, practice at once became a battle between Jo Siffert and the Ferrari. Siffert, who had turned his own car over while practising the previous day on the South Circuit when he left his braking too late and went off the road backwards into the forest, was using the spare car brought along by Porsche Salzburg, but for qualifying he borrowed Vic Elford's car. In a brilliant display of driving Seppe gradually reduced his time until he was down to 8 m 0.2 s, well under the absolute circuit record which is held by Stewart's F2 Matra. The Swiss driver had a nasty moment at the 12.8 Km post, which is just before the Karussell, when his 908 flew further than before, and he had plenty of work to do getting it back on the straight and narrow again.

On Saturday in the wet he was still the fastest driver on the circuit, this time driving his replacement car, which he had yet to drive on a dry track. The hustle and bustle in the Porsche pit had to be seen to be believed; they were certainly getting results, but one wondered if the price was not too high when Vic Elford flew off the road at the place where Siffert had flown too high, damaging his 908 badly as it rocketed along the bushes before finally spinning to a halt in the ditch. Rico Steinemann looked a trifle upset, having lost two cars in practice, but the supply of reserve machinery seemed virtually inexhaustible.

On the other hand, Ferrari achieved virtually identical times to Siffert's after practice sessions completely devoid of drama. Rodriguez went out early on Friday morning and was quickly down to 8 m 3.2 s, and after a few adjustments Amon took over, lapping in the same sort of time. In the afternoon



The Porsche 917 of Gardner/Piper, which took seventh place, leads a 907 and the Ortnier/van Lennep Abarth.



The new Ford-engined Mirage of Ickx/Oliver showed its potential before breaking its suspension. Here it leads the Kauhsen/von Wendt 908.

Chrissy got the bit between his teeth, and his final time was only 0.1 sec slower than Siffert's best. In the rain the following day the Ferrari was again second fastest to Siffert, its new engine going like a bomb—overheating on Friday had given cause for slight alarm, and when no obvious fault was found in the cooling arrangement Parkes decided to have the engine changed.

Usually Siffert is a lot faster than his team-mates, especially during practice, but on this occasion Mitter was only 1.1 secs slower, which gave the German a place on the front row of the grid with the Ferrari and Siffert. Redman, in limited practice, managed 8 m 8 s, while Stommelen also impressed with a time of 8 m 4.2 s, with Elford 6.8 secs slower for once. Vic had got in little practice after his accident and was obviously capable of going quicker, but Saturday's rain put paid to that. However, co-driver Ahrens seemed to have the measure of the place and was no slower. Attwood did about the same time as Elford, but his co-driver Lins was quite a lot slower. Surprisingly enough von Wendt got down to 8 m 15.7 s, but he didn't appear to have total control of the car on several occasions. This meant that out of the fastest seven cars, six were 908s, so the odds were weighed rather heavily against the solitary Ferrari. It was noticeable that the Porsches used more road than the Ferrari, which seemed to have better roadholding although it was understeering slightly.

The Gulf Mirages were plagued with minor problems; the Ickx/Oliver Ford-engined car

had clutch trouble and the young Belgian only put in three or four laps, the best of which was 8 m 24.1 s—poor Oliver never sat in the car on Friday. The next day they found the gearbox wouldn't go back together properly and Oliver only got a chance to do a couple of laps before practice was over—so in theory they didn't qualify! The BRM-engined car caught fire in the paddock on the first day and, although this was only minor, only Hobbs got to drive it in the afternoon, and his time of 9 m 9.7 s was not too impressive, but apparently the handling is still far from right and the car feels very airy-fairy on the fast bits. Hailwood qualified in the pouring rain on Saturday morning, but this was the first time he had been round the 'Ring on four wheels, and in consequence he was taking it fairly easily.

Jo Bonnier had trouble with an errant 910 on his first lap which he collected at Brünchen, the Lola's hub spinner cutting into the Porsche's fuel tank and locking the two cars together. With fuel all over the track and empty fire extinguishers on hand Jo had a few nasty moments while they tried to disentangle the two cars, and then left in great haste. The damage to the yellow Lola was, however, slight and Jo was soon down to 8 m 30.1 s, the fastest Group 4 car by far. Hubert Hahne and Dieter Quester both had a go in the Porsche 917, their best time being 8 m 37.8 s, which was pretty good after such a short acquaintance. Then, after BMW had forbidden their two to drive, Rico Steinemann phoned to England for Gardner and Piper, who came out on the midnight

plane, but their baptism with the 917 was a trifle too literal in the prevailing conditions, and both drivers were complaining about the brakes, though Piper seemed happier with the roadholding than did Gardner. Neither went particularly quickly, and the car would not have qualified had the regulations not stated that it was the drivers and not the car who had to get within 80 per cent of the fastest lap in the class. Frank commented dryly that if you relaxed for a second you would be so far off the road you would need a compass to find your way back! Apparently the big car is just as hairy as ever and will take a lot of sorting out.

The German GT40 of Kelleners and Jöst went surprisingly well yet again and got down to 8 m 41.1 s. Picko Troberg's Lola was written off in a big way on Friday when Rothstein lost it coming under the bridge at the end of the straight, leaving the road at over 150 mph and only missing a marshal by a couple of feet. Ripping through fences, brush and small trees, the Lola was totally demolished, eventually finishing up back on the circuit again and completely blocking the road. Practice was stopped for half an hour while the wreckage was removed and the driver taken to hospital, where he was surprisingly found to be suffering from no more than a cut lip and a twisted vertebrae. Looking at the car, one wouldn't have given him a chance in a thousand of escaping so lightly. The Lola ranks were depleted further when David Prophet suffered bearing failure before they'd even started practice, and when the bearings went again the following day after only a few laps the car was favourite for first retirement. Another non-starter was Nick Granville-Smith, whose Cobra digested a piston with pretty horrid results.

Among the 2-litre Group 4 cars John Hine was second fastest in the works Chevron with a time of 8 m 56.3 s. Reine Wisell went surprisingly well and was obviously going to be as quick as Hine as soon as he found his way round. Fastest car in the class was the Galli/Giunti Alfa, which was also 13th fastest overall with a time of 8 m 51.1 s, even faster than Pilette/Slotemaker in the 2½-litre car. De Adamich/Vaccarella were having handling troubles and were unable to get down to a good time. Both G4 Abarths were involved in accidents: Bitter crashed at the bridge before Brünchen when his suspension broke, and the car dropped 12 ft and caught fire—Bitter was removed to hospital, although not seriously hurt. Hezemans promptly damaged the other when the front suspension broke at the 12.8 Kms post and put him in the ditch. The car was not badly bent, but they decided to withdraw it. Peter Taggart was rushed off to hospital on Saturday with suspected gall bladder bothers and Raymond Nash took over his place with Tony Goodwin.

Fastest 2-litre prototype was rather surprisingly the Abarth of Ortnier/van Lennep, which got round in 8 m 47.2 s, although the car was not particularly fast down the straight. Moser and Nicodemi were next fastest in the 907 with a time of 9 m 2.7 s.

RACE

A GLOOMY weather forecast suggested no change, and it looked as if we were going to have another wet Nürburgring. Piper and Gardner must have been praying for a dry track, for the monstrous 917 must be quite the most difficult car to race here since the days of the Auto-Unions. Despite dark skies, as the cars took their places in front of the pits the track was damp but drying all the time.

For the first time an Indianapolis rolling start was used (the Le Mans start was considered dangerous as the drivers don't fasten their safety harnesses). The cars formed up behind Fangio in an open Mercedes and followed him round behind the pits onto the loop and then accelerated down the pit road.

AUTOSPORT, JUNE 6, 1969

It appeared that few people actually saw the Great Man drop the flag, and both Amon and Siffert hesitated before getting on the power; this lag enabled Mitter to slip into the lead, followed by Elford and Attwood. Both Amon and Siffert were now boxed in, but Siffert made up for his bad start and by Breidscheid was through to second place, but the Ferrari wasn't having such an easy time and was still fifth just ahead of Stommelen. Willie Kauhzen got his Porsche out of shape at Breidscheid, but continued in seventh place behind the rest of the works Porsches.

Siffert wasted no time with Mitter, and as they came screaming past the pits on their first lap he was already ahead. Amon too was not to be denied, and the Ferrari moved ahead of Elford and Attwood into third place. The order was now Siffert, Mitter, Amon, Elford, Attwood and Stommelen, then Ickx in the Gulf Mirage-Ford, which moved ahead of Kauhzen, followed by Group 4 leader Kelleners in the GT40, Pilette in the little Alfa, Koch's 907 and Galli's 2-litre works Alfa. Jo Bonnier came into the pits on his first lap as the car was weaving badly and they quickly changed a front wheel, although it was probably shock absorber trouble. There was a good deal of drama on the first lap at Kallenhard when Sten Axelsson spun his Carrera 6 and Masten Gregory, who was right behind him, had to take to the ditch to avoid him; Masten only just touched the Axelsson car, but John Lepp, who was right behind both of them in the Bridges Chevron-FVA, left the road and the car suffered quite bad frontal damage. Max Wilson did it all wrong in the Lola BRM at the notorious 12.8 Kms mark, finishing up against a tree with the bodywork of the Lola sadly smashed and some damage to the front of the monocoque; he was unhurt. Alfa Romeo lost their best-placed car after one lap when the Giunti/Galli T33, which was lying 12th overall ahead of David Piper in the 917, blew its engine.

At the end of the second lap Chris Amon was only 12 secs behind the leading Porsches and was certainly gaining on Mitter in second place. Stommelen had passed Attwood and was now hard on Elford's heels, while young Ickx was making the Ford-engined Mirage really go and was challenging Attwood's works Porsche. Kauhzen was maintaining eighth place, but already there was a long gap to ninth man Koch who was making Dechent's Porsche work for its living, having passed both Pilette and Kelleners; the GT40 still led the GT class, and John Hine had the little Chevron in 16th place overall, comfortably leading the small Group 4 class. David Prophet was circulating slowly in his Lola, hoping the engine would last long enough for him to qualify for his starting money—predictably it stopped a few laps later with no oil pressure. The Swedish-entered Dino was an early retirement when it stopped in the pits with electrical trouble, and Nick Gold soon joined them when his Carrera 6, which Gordon Spice was to share, damaged its exhaust system. John Markey had also stopped in the little 1300 Nathan-Ford when it expired at Bergwerk with engine trouble. Herbert Linke had been an early caller at the pits when the front suspension on his Porsche 911 ceased to function properly, and the car had to be wheeled away.

Meanwhile the race was hotting up. Amon in the red Ferrari had now closed within 10.5 secs of Siffert, while Stommelen, who was on Firestone tyres, was finding them faster than the British equipment on Elford's car and on the dry road was catching him fast. There was now an appreciable gap before Ickx, who was still circulating in close company with Attwood. There was a good deal of activity in the pits, where the Porsches of Axelsson and Brostrom were having running repairs after their opening lap incidents.

By the fourth lap Amon had passed Mitter and was only 8 secs behind Siffert, having

him in full view down the straight. Stommelen had now succeeded in passing Elford but was not drawing away, while the rest of the places remained unchanged, except that Silvio Moser in Nicodemi's 907 and Johannes Ortner in the 2-litre Abarth had now both passed the big Porsche 917 and were holding 13th and 14th places respectively behind Ickx, Koch, Kelleners and Pilette.

Teddy Pilette, who had been driving a fine race in 11th place, slid wide at Bergwerk and smote the guardrail, riding along it and damaging the car quite badly but fortunately not himself. David Hobbs, who had found himself boxed in between Pilette and Moser, now moved up a place, while Ortner took the opportunity of slipping by Moser to lead the 2-litre prototypes.

Amon was only 5.5 secs behind after seven laps, but Siffert had got the message and was quickening up too, both drivers continually breaking the lap record—this despite the rain that was falling on the far side of the circuit all the way up the hill after Adenau, which enabled Elford to get very close again to Stommelen. Mitter, who was in third place, fell back and was now 25 secs behind the leaders, while Bonnier, who had lost several minutes with his first lap stop, took advantage of the chance to make up places and was now back in 21st spot. Retirements were coming thick and fast, Basche retiring the white Chevron-BMW with a blown engine, and Gregory coming in with electrical trouble with the Brostrom 910, which eventually eliminated the car after nearly half a dozen pit stops.

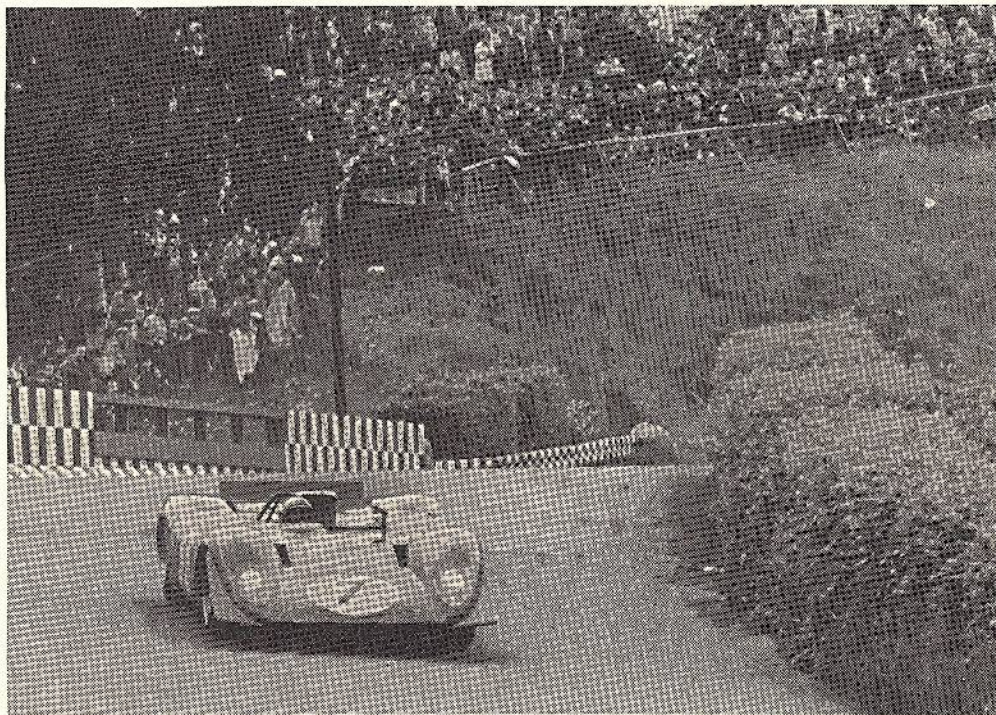
Brilliant driving saw Jo Siffert reduce the absolute circuit record to 8 m 5.8 s, and he had now drawn out a 17.5 secs lead over Amon in the Ferrari as they went into their tenth lap. Mitter still lay third, but Elford had retaken Stommelen for fourth place, and Attwood was now sixth as Ickx called at his pit to start the scheduled fuel and driver stops. On the same lap their team-mate Hobbs handed over to Hailwood, while the Porsche pit had their first visitor when Piper brought in the 917 "lorry" to give Frank Gardner some exercise.

Confusion ranged supreme when first Siffert arrived for fuel, then Amon in the Ferrari, followed by the five Porsches immediately behind him—somehow all the cars were fuelled

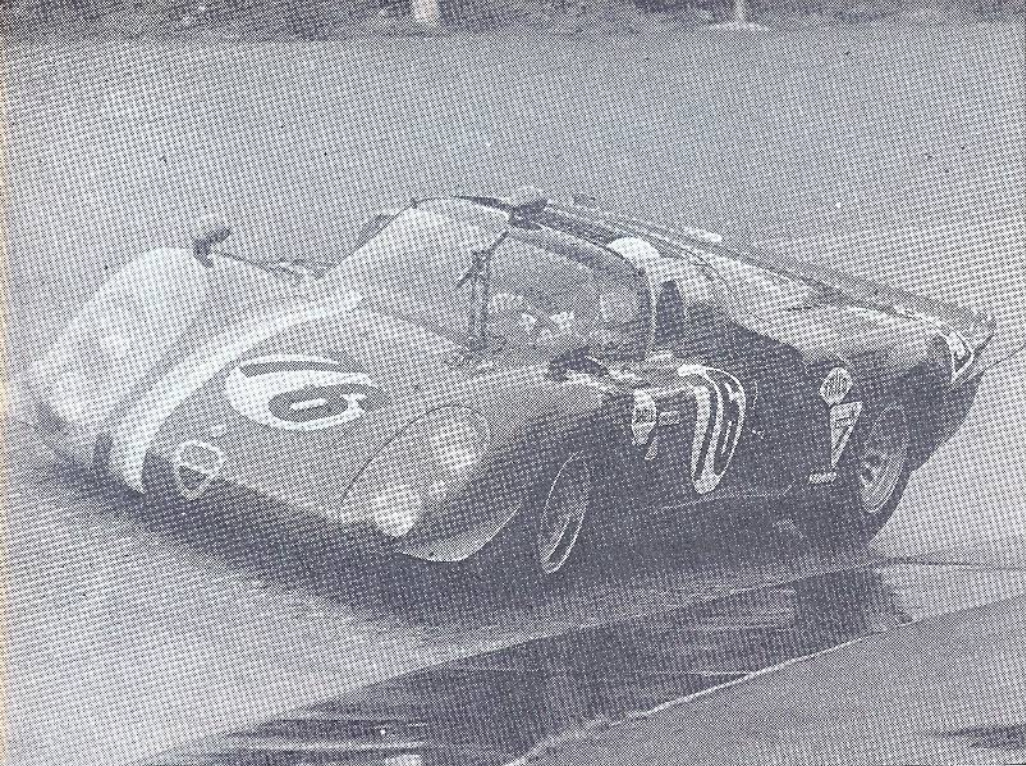
and sent on their way, but for a few moments it looked as if there might be sufficient panic for none of the jobs to be done. Fortunately Attwood and Kauhzen arrived when the traffic jam had eased slightly, but it was a sight that few people will forget and will no doubt be giving Rico Steinemann nightmares for many a long day.

With quarter distance completed the order was Rodman in the Siffert car 38 secs ahead of Rodriguez in the Ferrari, then Schutz in the Mitter car, Herrmann in Stommelen's, Ahrens in Elford's, Lins in Attwood's, von Wendt in Kauhzen's, Oliver in the Gulf Mirage and Kelleners in the GT40, the latter being the only one of these not to have stopped for fuel. However at the end of the next lap the order changed again, for a front wheel bearing collapsed in Schutz's car and he came slowly into the pits with the left-hand front wheel cocked at a strange angle. The bearing cage had broken and welded itself to the stub axle, and it was 40 mins before this car was back in the race again. Porsche were not the only ones in trouble, for Oliver brought the Gulf Mirage in at the same time when the steering developed strange habits, and the mechanics did up the nut which holds the wishbone to the bottom of the upright and sent him on his way.

The Press pundits were expecting Rodriguez to close the gap on Redman, but quite the reverse was the case, and after 14 laps the Ferrari was well over a minute behind the leading Porsche. A hailstorm had made the track treacherous at Breidscheid and the cars were sliding around like nobody's business. Herrmann was holding onto third place, undisturbed by Ahrens' efforts to get closer, while Rudi Lins was driving a solitary race in fifth place ahead of Von Wendt. The German GT40 was still in seventh place even after it had stopped for fuel and was circulating rapidly ahead of the two Mirages. The 2-litre Abarth was now the undisputed leader of its class, as the Nicodemi 907 had lost time with its pitstop. The Chevron-BMW which had been leading the Group 4 class without trouble when John Hine had been driving joined the list of retirements when Reine Wisell hung the tail out where he shouldn't and clobbered the rear suspension—a great shame, as the car looked all set to win its



The Ferrari of Amon and Rodriguez (seen here) once again proved to be the strongest threat to the Porsches but, after setting a new outright lap record, retired.



The Bourgoignie/Gosselin Alfa-Romeo T33 rounds the Karussell in the wet on its way to 11th place.

class. Alain de Cadanet retired the Dino with differential trouble, while Roger Enver, who had been going round without the tail section in Clive Baker's Chevron, decided to borrow one off the damaged Bridges car before they got black-flagged, their own tail having blown off. It looks about time that Chevrons designed a foolproof body locking system before one of their cars goes off the road.

Meanwhile both the Gulf Mirages vanished in quick succession when first a wishbone became detached on Oliver's (the other side to the one which had been tightened up), which forced the Essex man to park at the Karussell, and then a couple of laps later Hailwood found himself with no fuel pressure and came to a silent halt wondering whether he was out of Gulf or whether the high pressure pump had packed up.

After 20 laps Redman's lead had grown to 1 m 48 s, and there seemed nothing the little Mexican could do about it. A further 42 secs behind the Ferrari Herrmann and Ahrens were running wheel to wheel, looking as if they were racing each other in earnest. Lins was still fifth and Von Wendt sixth, while Jöst was keeping up the good work in the GT40, maintaining seventh place and the class lead despite a very determined effort by Bonnier and Müller which had the Lola now hard on their heels in eighth place overall. Van Lennep, who was driving the Abarth just as quickly as Ortner, was easily maintaining their class lead behind Bonnier—the Koch/Detent 907 having lost a lap first with plug troubles and then ignition problems.

At precisely half distance all the Porsches plus the Ferrari made their second pit stops and it was almost as dramatic as before—yet somehow they all got serviced. It was now Siffert against Amon once more, with Seppe holding a 2 m 30 s advantage at this point, for the Ferrari pit had to change a left rear and a right front tyre which lost them at least 40 secs. By the time the Ferrari was back in the race both Elford and Stommelen were ahead, so Amon was now fourth.

The order at this point was Siffert/Redman, Stommelen/Herrmann, Elford/Ahrens, Amon/Rodriguez, Attwood/Lins, Kauhse/von Wendt, Kelleners/Jöst, Bonnier/Müller, Ortner/Van Lennep and Facetti/Schultze, who had come up gradually through the field in their Alfa-Romeo and now led the 2-litre Group

4 class ahead of team-mates de Adamich and Vaccarella.

Fourth place did not suit the Ferrari one bit, and two laps later Amon was past Elford and lining up for his next conquest, when a bad vibration from the front end of the car sent him back to the pits where the other front wheel was changed. This extra stop put him back into fourth place again, but the young New Zealander never gave up. On lap 28 he managed to set a new lap record of 8 m 3.3 s, which was to be the fastest lap of the race. But yet again sheer bad luck intervened, for on the very next lap the Ferrari ground to a halt at the Wippermann when the electricity cut out completely. Chris, wielding pliers and wire, tried to restart it, and succeeded—but only for a brief spell, and he finally had to leave the car beside the road and with it the race.

Without the Ferrari the race had no interest, and it was just a matter of how much Siffert and Redman could better the race time and in what order the team would decide to finish. The race might have been enlivened by the Lola's pursuit of the GT40 had not Jo Bonnier gone missing the previous lap when a driveshaft sheared at Bergwerk.

In fact the first five positions remained unchanged right to the finish, although Redman called in at his pit two laps before the end so that Jo could take the flag. Stommelen fell back over 4 mins behind, 65.6 secs ahead of the third works Porsche of Elford and Ahrens. Attwood and Lins were fourth a lap behind the leader, and Kauhse and von Wendt a further lap adrift. With five of their 3-litre cars filling the premier positions Porsche had every reason to be happy, for it was an overwhelming victory, the like of which we are perhaps unlikely to see again. Porsche have now completely tied up the Championship, though after Spa this was already 99 per cent certain anyway. They also took the 2-litre Group 6 class, for the Abarth lost its final drive in the latter part of the race and the honours went to Nicodemi and Moser's 907, which finished a lap ahead of the Baker/Enever Chevron. Roger Nathan and Mike Beckwith were third in this class, losing time when the Astra's gear lever came away in Mike's hand. Kelleners and Jöst were well-deserved victors in the Group 4 class in sixth place overall behind the five works Porsches—this entry had impressed both by their driving and their

efficient team work. A lap behind them came the Frank Gardner/David Piper Porsche 917, which had at least finished the race, which was the main idea. The fastest lap in this category went to Bonnier and Müller in the Lola with a time of 8 m 37.4 s, a new Group 4 record.

Carlo Facetti and Herbert Schultze finished ahead of the Porsche 917 in seventh place to win the 2-litre Group 4 class for Alfa Romeo, a just reward for a very consistent drive. Second in this class was the Carrera 6 of the German pair Günter Werlich/Rainer Ising, who had driven a very consistent race too in their old Carrera 6 and finished over 4 mins ahead of the VDS Alfa of Claude Bourgoignie/Taf Gosselin. Tony Dean and Bill Bradley could do no better than fourth place in this class after their 910 lost power, while Sten Axelsson and Hans Laine did well to set a new 2-litre record of 8 m 58 s in the Finnish-owned Porsche Carrera 6, but their 15 mins stop early in the race meant they were back in fifth place. Andrea de Adamich and Nino Vaccarella in the second Alfa Romeo never really showed form, always running behind their team-mates and finally dropping back when a plug lead came adrift.

The small Prototype class went to the works Lancias of Sandro Munari/Rauno Aaltonen and Claudio Maglioli/Raffaele Pinto, but John Moore/Rhoddy Harvey-Bailey set fastest lap and had led the class in their Ginetta G12 until they suffered ignition trouble. Martin Davidson and Jack Wheeler in their really vintage Sprite, veteran of this circuit and of the Targa Florio, finished fourth in this class behind the Ginetta.

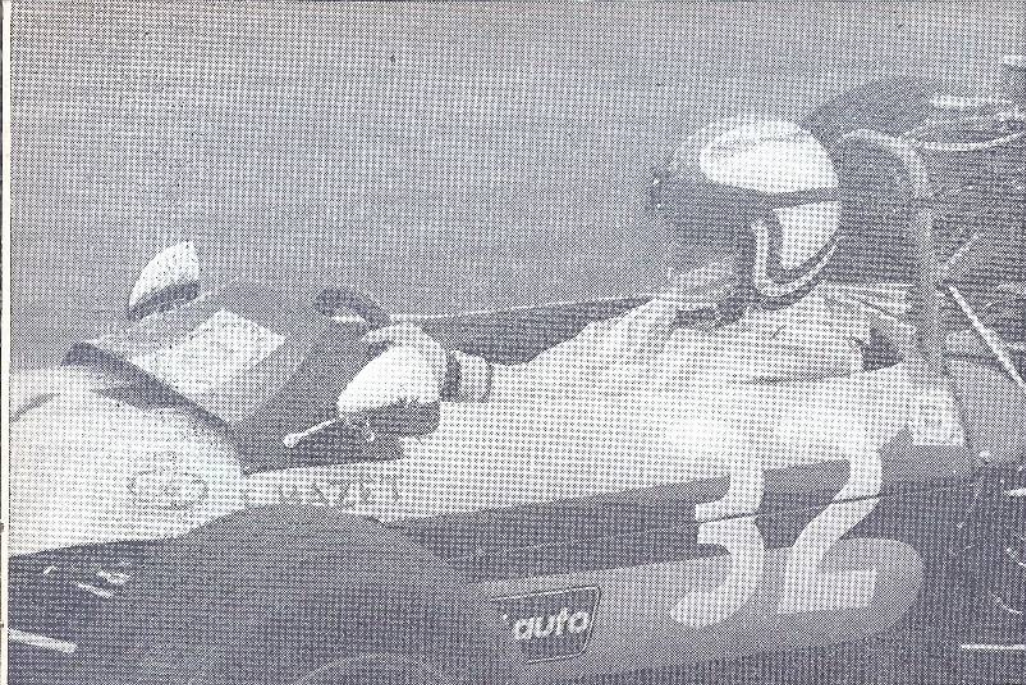
Somehow the Group 3 battle between the Porsche 911s lacked its normal excitement, although the first three cars were only separated by just over 3 mins after six hours of racing, showing that it was far from a foregone conclusion. The winners, who also set fastest lap, were Jürgen Neuhaus/Dieter Fröhlich, who finished 54 secs ahead of Reine Stenzel/Erwin Kremer; both were driving factory modified cars.

Nürburgring 1000 Kms Nürburgring, Germany, June 1 FIA Groups 4 and 6 Constructors' Championship, round 7

1. Jo Siffert/Brian Redman (3.0 Porsche 908), 6 h 11 m 2.3 s, 162.5 kph*;
2. Rolf Stommelen/Hans Herrmann (3.0 Porsche 908), 6 h 15 m 4.2 s, 160.7 kph;
3. Vic Elford/Kurt Ahrens (3.0 Porsche 908), 6 h 16 m 9.8 s, 160.3 kph;
4. Richard Attwood/Rudi Lins (3.0 Porsche 908), 43 laps;
5. Willi Kauhse/Karl von Wendt (3.0 Porsche 908), 42 laps;
6. Helmut Kelleners/Reinhold Jöst (5.0 Ford GT40), 41 laps*;
7. Carlo Facetti/Herbert Schultze (2.0 Alfa Romeo T33), 40 laps*;
8. Frank Gardner/David Piper (4.5 Porsche 917), 40 laps;
9. Günter Werlich/Rainer Ising (2.0 Porsche Carrera 6), 39 laps;
10. Gerhard Koch/Hans-Dieter Dechent (3.0 Porsche 907), 39 laps;
11. Claude Bourgoignie/Taf Gosselin (2.0 Alfa Romeo T33); 12. Tony Dean/Bill Bradley (2.0 Porsche 910); 13. Sten Axelsson/Hans Laine (2.0 Porsche Carrera 6); 14. Silvio Moser/Antonio Nicodemi (2.0 Porsche 907)*; 15. Andrea de Adamich/Nino Vaccarella (2.0 Alfa Romeo T33); 16. Clive Baker/Roger Enver (2.0 Chevron-BMW); 17. Peter Brown/Tim Stock (2.0 Chevron-BMW); 18. Jürgen Neuhaus/Dieter Fröhlich (2.0 Porsche 911T)*; 19. Rainhard Stenzel/Erwin Kremer (2.0 Porsche 911T); 20. Peter Kaiser/Herbert Müller (2.0 Porsche 911); 21. Tony Goodwin/Raymond Nash (2.0 Chevron-BMW); 22. Hans-Dieter Blatzheim/Malte Huth (2.0 Porsche 911S); 23. Roger Nathan/Mike Beckwith (2.0 Astra-Climax); 24. Jeremy Richardson/Bernard Farthing (2.0 Ginetta-Climax G16A); 25. Ernst Juentgen/Helmut Gillen (2.0 Porsche 911S); 26. Vic Walker/Brian Alexander (1.6 Lotus 47); 27. Sandro Munari/Rauno Aaltonen (1.6 Lancia Fulvia HF FM Special)*; 28. Giampiero Biscaldi/Corrado Manfredini (2.0 Porsche 907); 29. Claudio Maglioli/Raffaele Pinto (1.6 Lancia Fulvia HF FM Special); 30. Eberhard Sindel/Dr Pieter Benz (2.0 Porsche 911S); 31. Gerhard Mitter/Udo Schütz (3.0 Porsche 908).

Fastest lap: Chris Amon/Pedro Rodriguez (3.0 Ferrari 312 P), 8 m 3.3 s, 170.1 kph (outright record).

* Class winners.



François Mazet completely dominated both his heat and the final with his F3 Tecno.

Mazet dominates La Châtre

François Mazet (Tecno) uncatchable — Good performances by the Alpines and Wayne Mitchell

By JUSTIN HALER

OUTDRIVING the rest of the field, the promising Frenchman François Mazet scored a convincing home win in last Sunday's 13th F3 La Châtre GP with his Shell-supported Tecno. Jean-Pierre Jabouille brought his ailing Alpine home into second spot after his dice with team-mate Patrick Depailler had ended with the latter's retirement. Wayne Mitchell, the Canadian Brabham BT21 driver, was a very worthy third.

ENTRY

THE principal attraction of the La Châtre meeting was a round of the French Formula 3 championship, and in consequence the entire competitive French brigade was entered. Insurance problems on this 1.2 kms circuit, composed of two short straight public roads linked by one very slow hairpin and a less tight one, limited the number of F3 starters to eight. Thus 30 entries were accepted, with the quickest 16 to qualify for the two 40-lap heats, and the first four from each heat for the final.

As is rapidly becoming the case, Tecnos were the most popular cars, with Tecno France team-mates Jean-Pierre Jaussaud and Bernard Plaisance in their 69 Novamotor examples, François Mazet in his, Chimay victor Jean Blanc in another, with Alain Boudier in yet another. Non-starting Tecnos were those of Trevor Blokdyk, Jurg Dubler, Bernard Baur and Freddy Link. Alpine arrived with their usual cars for Jean-Pierre Jabouille and Patrick Depailler, while Patrick Dal Bo had the updated 1968 Pygmée MDB12 on hand. Hervé Bayard and Max Bonnin brought along their Matra MS5s, Jean-Pierre Cassegrain his Brabham BT28 and Jean Max the ex-Vidal conventional-bodied GRAC MT8, now with McLaren F1-type outside fuel tanks in the interests of safety and weight distribution. René Ligonnet arrived with his Chevron B15, repaired after its Crystal Palace shunt, while Patrick Champin's Merlyn Mk 14A had had the benefit of some Tim Schenken testing just before. Jacques Lafitte brought along the pretty Brabham-based Martini for his first race. Swiss Pierre-Yves Gaggio had his Brabham BT21 and Yves Carbonatto his Pygmée.

British-based opposition was led by the two Race Cars International entries of Bev Bond (Brabham BT21B) and Brendan McInerney (Chevron B15), Canadian Wayne Mitchell (Brabham BT21), American Mike Campbell (Titan Mk 3), Australian John Gillmeister (Lotus 32), and finally the Irishman Bill Gowdy with his Brabham BT21.

PRACTICE

RAIN was the outstanding feature of practice on both Saturday and Sunday. In fact Saturday was so wet that no one could get within 4 secs of Jaussaud's 1968 lap record of 36 s, and times meant very little at all as some people managed to fit 7 ins and 9 ins "diddy" Dunlops. The Sunday morning practice was also rather unrepresentative, as the first session was run in the wet, the next in the damp and the final session on a rapidly drying track. However, with such a busy programme of Gordini, Formule France and other races to run, the La Châtre Club had little option but to take the times as they stood. Thus Jaussaud was fastest with 39.7 s, with Mitchell an outstanding second as he had run in the wet (40 s), Mazet (40.3 s), Jabouille (40.4 s). Dal Bo and Depailler (40.7 s), Blanc (40.8 s), Bond, Campbell and Gaggio (40.9 s), Lafitte and Max (41.3 s), Plaisance (41.4 s), McInerney (41.5 s), Bonnin and Cassegrain (41.7 s) formed the remainder of the field, with Champin (41.8 s), Gillmeister (41.9 s), Boudier and Ligonnet (42 s), Bayard (42.2 s) and Gowdy (42.6 s) all very unlucky not to qualify, as in normal circumstances things could well have been very different.

HEATS

DESPITE being initially outdragged by poleman Jaussaud, Mazet, driving astonishingly well, shot into the lead of his heat and proceeded to pull away from the rest of the field at the rate of 1 sec a lap. Behind him he left a very exciting struggle between Bond, Dal Bo, Blanc and Jaussaud for the remaining qualifying places. Dal Bo had made a slow start from the front row, and Bond nudged his gearbox, bending the Brabham's nosecone. Nevertheless with nosecone pointing skywards Bond proceeded to battle wheel to wheel with the much improved Pygmée driver, initially for second place. However, after ten laps Blanc shot by the pair to cruise home a comfortable second. By lap 17 it was all over for Bond; he was gently nudged into the straw bales at the Paddock hairpin, continuing last but one, but retiring on lap 30 with overheating. Dal Bo remained third, but dropped way back on lap 30 also after spinning, because oil was leaking from his engine onto his rear brakes and tyres. He dropped to fourth, a lap down, behind Jaussaud, who was having to cope with a lack of brakes and overheating. Bonnin broke a camshaft and Plaisance dropped a valve, so Lafitte's sick-sounding Martini was fifth.

Despite making a good start, Mitchell was rapidly ousted from the lead of Heat 2 by the Alpines, who proceeded to battle between themselves, Depailler leading for most of the way but being pipped on the last lap. Max initially held third place from Gaggio, Mitchell, McInerney, Campbell and Cassegrain, but just as they started lap 4 McInerney, having passed Mitchell and Gaggio, got on the inside line to take Max and suddenly both drivers were off—the Chevron retiring with a bent top link and the GRAC restarting last. Gaggio then began to pull away in third spot until lap 22, when he retired with damaged steering, by which time Mitchell had shaken off Campbell, who was troubled by badly locking front brakes, and Cassegrain, who had lost second gear.

RACE

THUS they lined up for the final with Mazet flanked by Depailler and Jabouille (theoretically on pole position), and with Blanc and Mitchell behind. Mazet was initially out-fumbled by Depailler, but rapidly he asserted his authority on this "Mickey Mouse" track to coast home to an unchallenged win. The Alpines pursued very hard in vain, again fighting like arch rivals, until a doughnut sheared on Depailler's car. Then, near the end, Jabouille felt his doughnuts vibrating and he slowed down, just making it to the finish with one rubber fractured. Mitchell drove a very good race for third, lapping the consistent Campbell. Blanc retired with a melted piston, while Jaussaud staggered in fourth after an uncharacteristically hairy drive, which included a very dramatic straight-on at the hairpin. Dal Bo was last, having made two pit-stops to investigate low oil pressure.

13th Grand Prix de La Châtre, 40 laps, 60.4 kms

- 1, François Mazet (Tecno-Novamotor 69), 25 m 8.6 s, 120 kph;
- 2, Jean-Pierre Jabouille (Alpine-Renault A360), 25 m 25.5 s;
- 3, Wayne Mitchell (Brabham-Lucas MAE BT21), 25 m 32.4 s;
- 4, Mike Campbell (Titan-Lucas Mk 3), 39 laps;
- 5, Jean-Pierre Jaussaud (Tecno-Novamotor 69), 39;
- 6, Patrick Dal Bo (Pygmée-Pygmeé MDB12), 38;
- 7, Patrick Depailler (Alpine-Renault A330), 26 DNF.

Fastest lap: Depailler, 36.9 s, 123.609 kph.
Heat 1 (40 laps): 1, Mazet; 2, Jean Blanc (Tecno-Novamotor 69); 3, Jaussaud; 4, Dal Bo; 5, Jacques Lafitte (Martini-RPM); 6, Bev Bond (Brabham-Holbay BT21B), DNF.

Heat 2 (40 laps): 1, Jabouille; 2, Depailler; 3, Mitchell; 4, Campbell; 5, Jean-Pierre Cassegrain (Brabham-Holbay BT28); 6, Pierre-Yves Gaggio (Brabham-Novamotor BT21) DNF.



Pauli Toivonen kicks up a dust cloud as he tweaks the winning Porsche 911S past a parked truck on the Volos special stage.

Acropolis Rally:

Toivonen at last

Finns win for Porsche from Clark/Porter Escort TC — Heavy casualties in small number of works cars — DAFs go well but make errors — Team prize to Mazda

By JOHN DAVENPORT

AFTER losing last year's Acropolis Rally to Roger Clark following a puncture in the middle of a special stage, it was Pauli Toivonen's turn to take the advantage of a rare Clark excursion to win the 1969 Acropolis. Both were driving cars of identical types to those they used last year, except that Toivonen's 911S Porsche was fuel-injected and had the long chassis, while Clark's Escort was of the latest large eyebrow variety.

They were the only survivors from two teams of three cars each entered by Ford and Porsche. Ove Andersson/Gunnar Palm were early leaders, only to leave the road in a spectacular fashion at midday on the second day when they had a mechanical failure. Mechanical failure too was the downfall of Hannu Mikkola/Mike Wood in a sister car but they were out before the first night got under way. Toivonen had a bit more support from his team-mates as Bjorn Waldegaard/Lars Helmer were the first to go, retiring shortly before Andersson crashed when their engine went sick and they thought it better to retire than continue. Gérard Larrousse/Jacques Perramond had rear suspension trouble early with their Porsche, but continued until Thessalonika until that plus engine bothers put them out.

Of the DAFs, Jean-Louis Haxhe was the fastest but his co-driver, Christian Delferrier, miscalculated on the times and dropped them from a certain third place ahead of team-mates Claude Laurent/Jacques Marche to 12th overall. As a result, fourth place went to Alec Maniatopoulos/Nico Zouboulis in an NSU TT 1200, for which type of car Maniatopoulos is the Greek importer.

THE Acropolis Rally always has a problem getting entries, which pains its friends and supporters who know it as one of the best and most sympathetic rallies in Europe. This year, what with Renault confining their interests to France, Rootes ungracefully retiring, BLMC entering the wrong car in the wrong events, Saab doing the Scottish, and Lancia still not capable of homologating their 1600, works entries for the Acropolis were somewhat limited. Porsche sent three 911Ss for their entire team, these cars being of the latest injection variety and with engines giving (according to the mechanics) over 200 bhp, so, while they might be a bit heavier than last year's 911T, their power-to-weight ratio should not have been a lot different. Ford's three Escort TCs completed the Savage Six from which the rally winner was undoubtedly going to emerge, and the British firm had their normal team of three cars, one Swedish, one British and one Anglo-Finnish.

The works line-up was completed by the two DAF 55s, though naturally some of the Greek entrants were more than just private owners. Stavro Georgiades, for instance, is the Lancia distributor for the north of Greece and was entered in a 1.3 HF Fulvia obtained through the factory in Turin. The team of three Mazda 1200s were prepared and looked after by the local agents during the rally, while two Opel Kadett 1900s, one of which was driven by the GM agent's son, John Pasmazoglou, were entered under the name of the firm.

Internationally speaking, there were two BMW 2002TIs from Turkey with husband and wife teams; another husband and wife team, but this one from Minnesota in America, driving a Swedish-prepared Saab V4; and AUTOSPORT's Austrian correspondent Gösta Zwilling driving his own VW 1500, finished in startling yellow and labelled "The Yellow Submarine 007." Then there was David Bochnieck, also from Austria, in a Citroën DS21 which he had but recently purchased as a shunted car from one of his customers and hastily rebuilt to do this rally. A Porsche each from Switzerland and Germany plus a German BMW and Andy Michailidis in a Hillman Imp from England completed the scene, and altogether 67 cars came to the start on Thursday morning underneath the Acropolis in Athens.

Unbeknown to the crews, this was the start of a heatwave which was to make this a physically very tough event. Certain new sections had been added since the previous year, and even with the cancellation of a couple of old favourites the rally was still hundreds of kilometres longer, and to get it to finish on time, 8 pm on Saturday, the start had been advanced some six hours from its traditional time.

Straight from the start came the first new part of the route, which was a small loop before the Corinth Canal which included a loose surfaced special stage, where Ove Andersson took the lead by 1 sec from Bjorn Waldegaard, who in turn was 3 secs ahead of Mikkola. After crossing the canal, the route followed the same pattern as last year with a 1-km sprint along the new national road followed immediately by the Souli test above Kiaton. Here Toivonen led by 7 secs from Clark, so he was then leading from Andersson, Clark, Mikkola and Waldegaard. Immediately came the next test of Kastenea, which like the last one was on tarmac and climbed as much as it fell. Toivonen was again fastest, followed at a 4 secs interval by Waldegaard, so he was now up to second overall with Mikkola third and Andersson fourth.

The rally now passed down through Tripolis to a special stage on what used to be just a road section through Vamvakou on a twisty, somewhat potholed dirt road. Here it was that Mikkola had his puncture and perhaps mistakenly tried to drive out to the end of the section on it. The tyre on the rear wheel eventually departed and, within a kilometre,

the half-shaft complete with wheel and bearing had departed as well. Unable to summon the Ford mechanics from the end of the section back on the main Sparta road, they effected a temporary repair with a piece of wire to hold the wheel on and limped to a village, from where they phoned to Athens and were picked up by Roger Clark's wife, Judy, at about six o'clock in the morning. Clark and Anderson were much quicker over this stage than the Porsches, and this meant that Clark now led by 2 secs from Toivonen, who was in turn 2 secs ahead of Andersson.

As the cars reached Sparta the most difficult part that lay ahead was not the infamous Sparta to Kalamata section but an entirely new piece south from Kalamata, which included a loose special stage. On the way to the stage, the privately-entered Renault Gordini of the Finnish boys Nelskyla and Fast ran into trouble with driveshafts and, as they were far from their single service crew, they had to retire and limp back to the safety of Athens. Gérard Larrousse was really in trouble for, apart from the minor problem of losing a headlight which just jumped out going over a bump, the rear suspension on his Porsche came out of adjustment and the torsion bar mounts bent, giving his rear wheel a very strange angle. Not only did this affect the handling but caused him to think—probably with good reason—that that side would not take much punishment. On the stage itself, Ove Andersson was fastest by almost half a minute from Toivonen, while Clark left the road and was in the ditch for almost 12 mins before enough people arrived to get him out. The problem was that, although the bend was just a slight right and left, with the setting sun in his eyes and the dust still hanging around from the passage of the two leading cars he misjudged it and, though he didn't know it, lost the rally. The car was not badly damaged, the suspension not at all, but a new wing would have made it look more presentable.

Shortly after the stage, Bochineck retired his DS21 with electrical failure stemming from the use of a very old battery, which was not up to supplying all the electrics once the lights were turned on.

The Ladon Bridge stages saw Andersson even beating the Porsches on that very fast uphill road, although the margin was only 2 secs. Both the private Porsches were going strong at this stage, although the very standard car of Schmitthelm/Geltermair was using a lot of oil and they were worried about burnt pistons and rings.

Just before the downhill stage from Kataraktis into Patras, Maniatopoulos ran out of fuel with his NSU and stopped to borrow petrol from Jimmy Simpson of Castrol, who was waiting at the start of the stage for the road to open so that he could pass. Andersson was again fastest and took his lead over Toivonen to 40 secs. Toivonen had had one small bit of trouble when he had had to drive a few kilometres of a special stage on a flat tyre, while he and the other works Porsches were worried about the increasing fluffiness of their engines and they took the opportunity of the ferry crossing to the mainland to have them checked. The Ford mechanics, too, were busy at the ferry, changing Roger Clark's plugs to cure the misfire and changing Andersson's differential as he thought it was becoming too noisy for comfort.

Andersson continued to set fastest time on every stage, including the short Distomon hillclimb which came with the dawn after another tarmac stage going into Amfissa. After Distomon, Waldegaard's engine was very sick and only ran on five cylinders, so that, rather than attempt the difficult Kedros section and get the car stuck up high in the hills, he and Lars Helmer decided to call it a day and turn for Athens.

That left two in each team, but now it was Andersson who was to meet his Waterloo.



Roger Clark/Jim Porter lost the rally with an off-course excursion in the works Escort TC, here approaching the Vamvakou special stage on its way to second place.



The DAF 55 of Claude Laurent/Jacques Marche finished in third place after the troubles of the works teams and its sister car.

After setting fastest time on the rough loose stage from Tarzan into Karpenissi by 19 secs from second man Toivonen, he decided to change tyres and consequently left on the next tight section having used up some of the time allowed. He caught and passed Clark, who should have been running behind him, but then he had a puncture and Clark repassed him. This misfortune meant that he really had to go on the twisty, loose surfaced section just in order to make it in time, and it was while he was in this state that he had some kind of a failure at the front end of the car and shot off a precipitous edge. After a couple of end rolls, the car came to rest in trees poised over a considerably greater drop and he and Palm vacated it as quickly as possible. Whether it was another puncture or whether the bottom bearing for the strut failed will not be known for some time, as it will be very difficult to recover the car.

Now it was Toivonen's turn to lead from Larrousse and Clark, both separated from him by considerable amounts thanks to their

previous misfortunes, and their only hope was that his sick-sounding engine would go the same way as Waldegaard's.

Another accident not far from Andersson's occurred to the Minnesota crew, Mr and Mrs Stan Crews, who turned over their Saab V4 after hitting the rock face. If they had not lost time earlier through a broken oil cooler and then run out of petrol north of Lamia (they had to borrow some from the Greek army), they could have continued, but by the time they were sorted out they were out of time. Also out of time at the next control was our intrepid Zwilling, who had earlier run for 30 kms of Ladon Bridge with a punctured rear wheel which soon became just a rim. He had had to do this after having so many punctures that his supply of spare wheels ran out, and again on this section punctures were his problem and he was time-barred.

With another full 28 hours of the rally still to go, the result was certain barring retirements, and the incredible thing is that in the last part of the rally there were very few.



The only Lancia Fulvia in the rally was the factory-built, privately-entered car of Greek Lancia distributor Stavro Georgiades, here at speed in the Peloponense.

Twenty-two cars passed Agrinion up the west coast and, of these, 19 reached the finish, with only poor Larrousse adding significantly to the list of retirements.

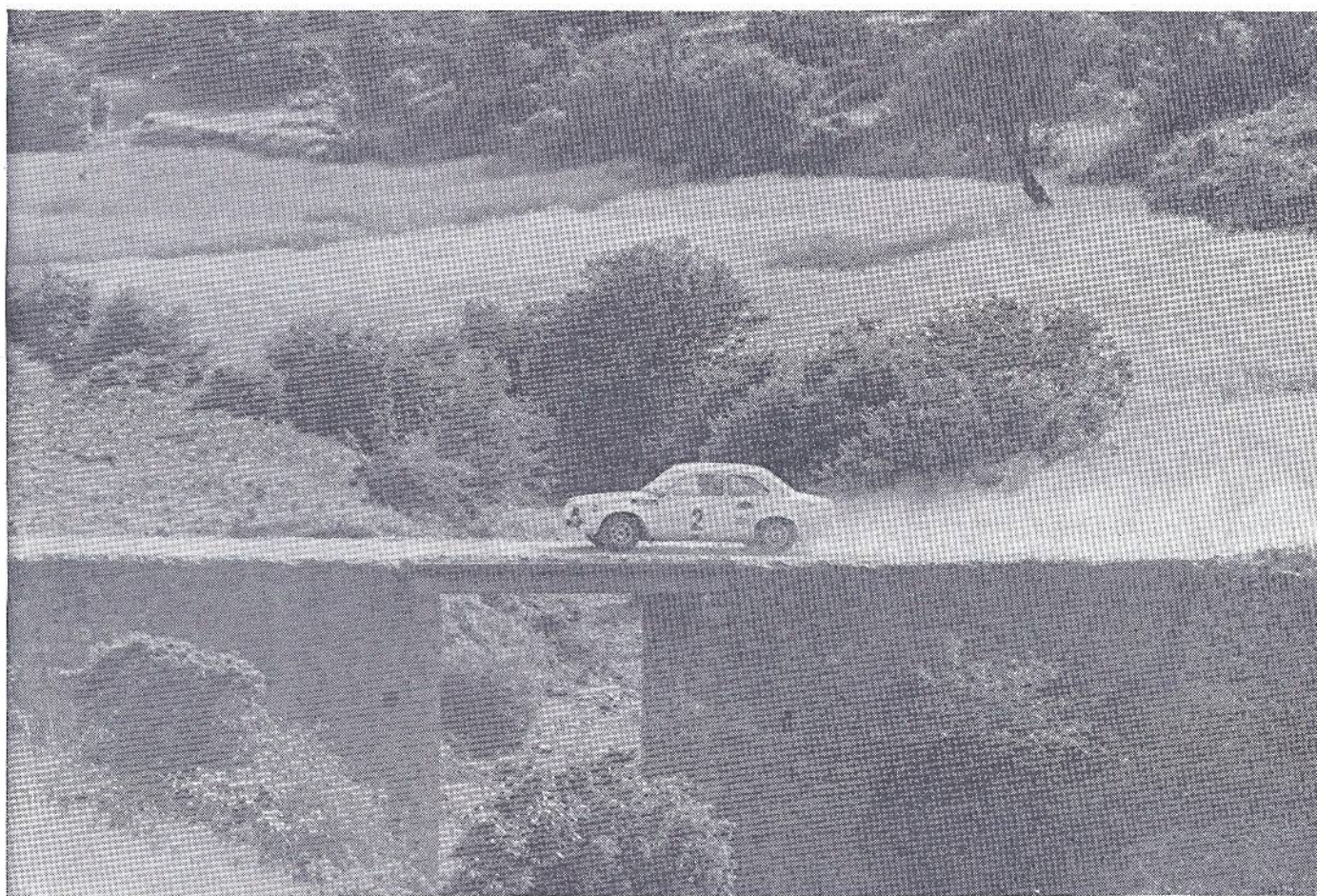
At the finish, it was discovered that both the DAF of Ilaxhe and the Swiss Porsche 911S of Dirren/Stuckelberger had penalised themselves out of good positions by checking in early at one point and then continuing to check in early—and getting penalised for it—at every successive control, which was the same mistake that Leo Cella made in 1967 and, although peculiar to Greece, is quite clear in the regulations.

The traditional hillclimb at Parnis was missing from the Sunday morning programme but the race at Tatoi was not, and here an uninhibited Clark, with no chance of catching Toivonen at all, drove fast and spectacularly to win, lapping every other competitor at least once in the course of the half hour.

This was not a classic Acropolis, since there was no close fight in the closing stages as we have had in previous years, nor any great moment of drama which would single it out from other rallies. But it was still a very, very good rally capable of trying the strength of the very best works teams.

**Acropolis Rally
Greece, May 28 to June 1
European Rally Championship, Constructors,
round 2**

- 1, Pauli Toivonen/Martti Kolar (Porsche 911S), 422.7;
- 2, Roger Clark/Jim Porter (Ford Escort TC), 978.3;
- 3, Claude Laurent/Jacques Marche (DAF 55), 3791.1;
- 4, "Ipsilantis" (NSU 1200 TT), 4014.9;
- 5, Schmitthelm/Gettemair (Porsche 911S), 4067.6;
- 6, "Siroko"/Andriopoulos (Opel Kadett 1900), 4723.4;
- 7, Psihaf (Mazda 1200), 4498.7; 8, Hasiotis/Gaunaras (BMW 1800T), 5008.2; 9, Dionisopoulos/Vihos (Toyota Corolla), 5057.8; 10, Kouliendanos/Papakostas (Datsun), 6152.6.



The works Escort TC of Hannu Mikkola/Mike Wood, which succumbed early in the rally to mechanical failure, passes at speed over an unfenced bridge near Vamvakou.



BMW 2800CS: "This car really performs, with enough power to hang the tail out."

Total's test day

By JOHN BOLSTER

THE eighth Foreign Car Test Day, organised by Total Oil Great Britain Ltd., took place at Silverstone on May 28 in fine weather. There was a good selection of cars, though Honda and Volvo were notable absentees and the big Americans have previously proved to be short of brakes on this circuit, so they were wisely not present.

Starting with a luxury car, I took off with the Mercedes-Benz 250CE Coupé, in this case fitted with the excellent 5-speed gearbox. The suspension is very soft, with a good deal of roll under extreme conditions; the car normally understeers, though it can flick its tail out if the foot is suddenly lifted in a corner. The six-cylinder engine is delightfully smooth, the overhead camshaft being less audible than on previous models. The Fulda radial tyres screamed lustily and all the controls were very light to operate. I also drove the Diesel Merc, a tough car of incredible economy.

I adored the Alfa Romeo 1750 Spyder Veloce, with the hood down and my deerstalker tied on. This is a lovely little car, smooth, incredibly controllable, and faster than I expected. It does everything right, and that five-speed gearbox . . . !

The Opel Commodore GS Coupé has a lot more performance than the standard version. It handles very predictably on Michelin XAS tyres, understeering normally with rear break-away on lifting off. The power steering is incredibly light, but the rather low third gear was a handicap on this circuit.

The Fiat 124 Coupé has been improved by the new rear suspension geometry and its roadholding, always excellent, is now tremendous. The twin-cam engine is very crisp, with typically Fiat high-revving characteristics, and it pays to use the five-speed gearbox to the full. The sports engine and fairly firm suspension give this car a very attractive character.

I have driven more Citroëns than I can tell but even so the DS21 Pallas astonished me by the fantastic speed at which it would go through corners. The engine seems to

have more punch than ever, really accelerating the big car, and the clutchless gearchange is now very rapid in action. Somehow, this car seemed to suit the circuit perfectly.

The Renault 16TS is something of a paradox, for its family station wagon appearance conceals some most sporting characteristics. The engine is very Gordini, giving the car more performance than would seem possible for a unit of only 1600 cc. Most modern front-drive cars are good roadholders, but this Renault excels because it has the sensitive steering and response to the accelerator that one only gets in competition cars. For the family man who secretly hankers after sports cars, this is the one.

The BMW 2002 has a four-cylinder engine that is as smooth as a six. Its high third gear suited Silverstone and the powerful brakes did not get as hot as most others. This is a

most civilised saloon, light to handle and with very comfortable suspension, but it gets up to 100 mph much more quickly than one would expect. I also had a brief and very unofficial trial of the new 2.8-litre, six-cylinder coupé. This car really performs, with enough power to hang the tail out, and I am looking forward with great excitement to my forthcoming road test of the big BMW.

The Audi 100LS is a large, roomy car with only a medium-sized engine, but it is surprisingly lively. The new short central gear-lever is very pleasant and the car understeers less than previous Audis. It is safe and controllable in the best front-drive manner, the angle of roll being quite moderate. Though the engine is now giving a remarkable power output, it is by no means obtrusive at high speeds.

The Peugeot 504 KF6, with fuel injection, is a very fast car. Its qualities are difficult to put into words, but somehow it makes fast driving easy, cornering extremely rapidly with no effort at all and accelerating strongly with very little sign that the engine is working hard. The test car had left-hand drive and a column gearchange, the gearbox nevertheless being a delight to handle, with the usual Peugeot high third gear. Like all Peugeots, it travels with a remarkable absence of road noise and is altogether a most refined vehicle, ideal for long, fast Continental journeys.

The Fiat 125S has an extremely efficient engine giving good acceleration, assisted by a five-speed gearbox with well-chosen ratios. The brakes are also exceptionally powerful and almost fierce in action. At Silverstone, the car was hard work to drive, for it understeered excessively. However, one does not normally drive on a racing circuit and on the road this characteristic might be less obtrusive. I would dearly love to have a 124 Coupé with a 125 engine.

I admit that I chose my cars carefully, and I was rewarded by the pleasure of driving some really outstanding machines. There are plenty of dull Continental cars, but I left them severely alone. I can only say that my best half dozen should be tried by every British manufacturer, for the standard was remarkably high.

This was a most useful event and we are grateful to our hosts. It is a pity that some of the guests repaid them by driving dangerously, and most regrettably more than one car was damaged. Some motoring writers are evidently better at driving a typewriter than a car, but they ought to respect the valuable property with which they have been entrusted. Let me hasten to add that most of the driving was of a high standard, as one would expect of experienced men exercising their professional skill.



Peugeot 504 KF6: "Altogether a most refined vehicle, ideal for long, fast Continental journeys."



PROFILE



Alan Rollinson

"At the end of 1968 I thought I'd have one more go. I bought Frank's Brabham, got a good engine and organised things myself."

By JUSTIN HALER

RIDING the crest of a wave of success and publicity which he enjoyed after a fabulous series of winning Formula 3 races in the opening months of 1967, Alan Rollinson is once again repeating this type of success with another F3 Brabham. Success breeds success, they say, and Rollinson's recent performances have earned him a drive from Irish Racing Cars' Mick Mooney, who has bought Rollinson a brand new F2 Brabham BT30. If the Rollinson/BT30 combination fulfils its promise, there is no reason why Alan should not be Britain's next candidate for Formula 1—where, if circumstances had been a little more favourable at the end of 1967, he might well have been last year.

Racing for seven years

Few people are aware of it, but Rollinson, who is only 26, has been racing single-seaters since 1962. After a reasonable start in Formula Junior in 1962 with a Cooper, the FJ motor blew up at Oulton Park, and he decided then to install a 1500 pushrod Ford mill for *libre* racing. Rollinson is, by nature, an

analytical person and over the years his racing experiences have taught him to weigh a situation up, think it out and then get into action. Looking back on his start in racing in FJ, he recalls that "FJ was probably a mistake; I should have had a secondhand car and learnt the circuits."

Nevertheless Alan continued with the Cooper, bought for him by his father, in 1963. But as the places continued to build up Alan "realised that it was getting too expensive. I thought I'd pack up, but midway through 1964 I got this phone call from Frank Lythgoe. He said he'd watched me and asked me to drive his four-cylinder Lotus-Climax 21 at Phoenix Park." This marked the start of a very successful partnership. Lythgoe also had a Cooper FJ with twin-cam power, which Dave Rees drove, but Lythgoe realised it wasn't much good and so he bought Adam Wylie's Lotus 27 t/c.

The 27 was also a mistake, but Rollinson's reputation as one of the up-and-coming club drivers was starting to grow during 1964 with his driving of Lythgoe's ex-Jack Pearce Lotus 22. With this he won a round half-dozen

events, taking lap records at Oulton Park and Aintree. Wylie joined the Lythgoe team and the two of them became a formidable combination.

For 1965 Lythgoe set his sights high and bought a pair of brand new F2 Brabham BT16s. They planned on doing all the internationals, "but we couldn't get new SCAs, which rather spoilt it, and we finished up doing much more *libre* racing." Potentially the team was geared to be a professional set-up, but "Lythgoe didn't pay us; he just gave us the cars and we prepared them." Rollinson's reputation was now fast growing as one of Britain's more promising drivers, but the team suffered a terrible blow when Wylie was killed in Ireland.

In retrospect Rollinson's best plan would probably have been to do a full F3 season during 1965, as without the newer SCA he couldn't really hope to prove fully competitive, and for 1965 his equal first (with Derek Bennett's Brabham BT14) in the Bob Gerard *formule libre* Championship was his best paper result. Nevertheless Lythgoe continued for 1966 with one of the BT16s, and with a new BT18 F3 car.

Rollinson's career suffered one of its setbacks with the BT18 when he was towing the car up the M6 and the cover started to blow off. He got out to put it back and got hit hard in the eye with one of the restraining straps. This put him out of action for six weeks, but once back he started to impress on the Continental F3 circuits—placings included a fourth at Cascais to Jürgen Dübler, John Fenning and Chris Williams and a fifth at Rouen. More *libre* racing with the BT16—now with 1500 cc SCB engine—produced a win in the Scottish *libre* championship and second place in the Gerard one.

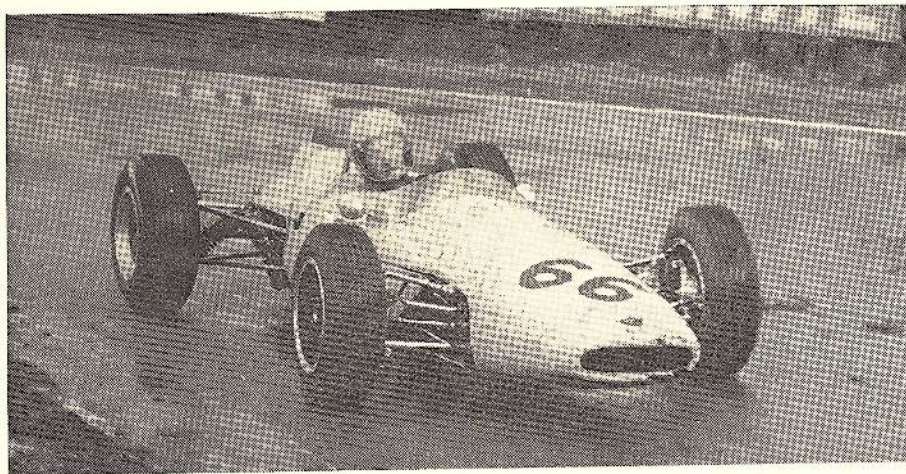
"I wondered what to do for 1967; in the end I got Lythgoe to let me keep the BT18. It had the same bottom end, but I fitted it with one of the first Holbay downdraught heads—it was probably the first Cosbay" for the Temporada series. The whole series was Matra dominated, but Rollinson proved the quickest non-Matra man and ended up fifth equal with John Cardwell's Brabham.

F2 disaster

The next season started with Rollinson in a new F3 Brabham BT21. He did mainly club races, and particularly Leston F3 championship events, virtually winning everything he entered. This encouraged Lythgoe, and "while I was away at Monza, he cabled me saying would I drive an F2 McLaren M4A. I said sure, and that was the start of a big disaster." Up until now his experience of the 1600 cc F2 was confined to Gerard Coopers. They were not competitive, but he had put up some good performances, notably at Hockenheim.

The BT21 was sold and the stable took delivery of the McLaren. "But Frank's an impulsive sort of chap. There was a race at Ingliston and he bought another BT21 just for it. We went up to Ingliston—the car was completely unsorted—and suddenly the petrol tank went up in flames. I managed to get out of the cockpit, then passed out." Unfortunately the burns kept him out of racing for another couple of very crucial months.

When he came back to racing, it was to the McLaren. "Everyone said it was a good car, but the only F2 I had to compare it with was the Cooper. The McLaren wasn't a balanced car to drive—you couldn't drift it." Subsequent 1968 McLaren M4A performances proved conclusively that the McLaren wasn't the car everyone thought it was. So at the end of 1968 Rollinson, after such a brilliant start to the year, was rather back to square one. "I won the number one Grovewood Award, and that cheered me up. But if I was to continue for 1968 I wanted to get paid. I'd gone from a mechanic to car selling, and up



Rollinson spent most of his time in Lythgoe's F2 Brabham-SCA BT16 winning *libre* races. Here he speeds through Old Hall at Oulton Park on his way to a wet victory.

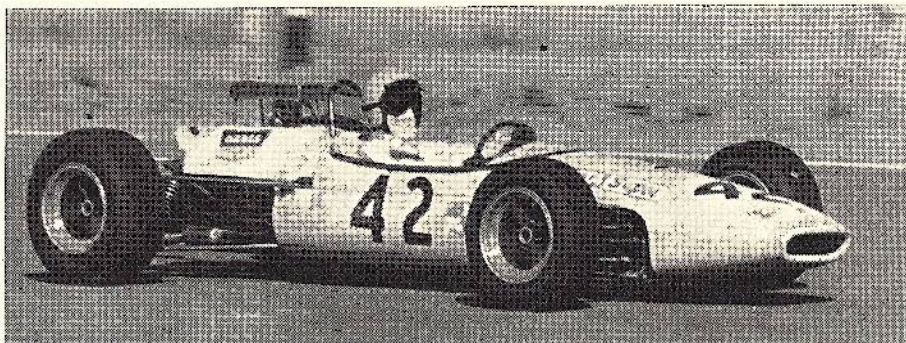
until 1968 I hadn't really earned a penny out of racing. Now I wanted to get married. I told Lythgoe about getting married," and as Farmer Frank didn't want married racing drivers, the long and successful combination broke up.

The various setbacks of 1967—notably the lack of success with the McLaren—ensured that his best offers for 1968 were for F3. The best of these was from the newly-formed Red Rose team, who were running the works Formula 3 Chevron B9s. "It seemed a good offer, but my big mistake that year was in actually signing a contract, because I had to turn down offers of driving Gerard Merlyns and Chequered Flag McLarens in F2." But he also got offered a GT Chevron-BMW B8 drive by TechSpeed.

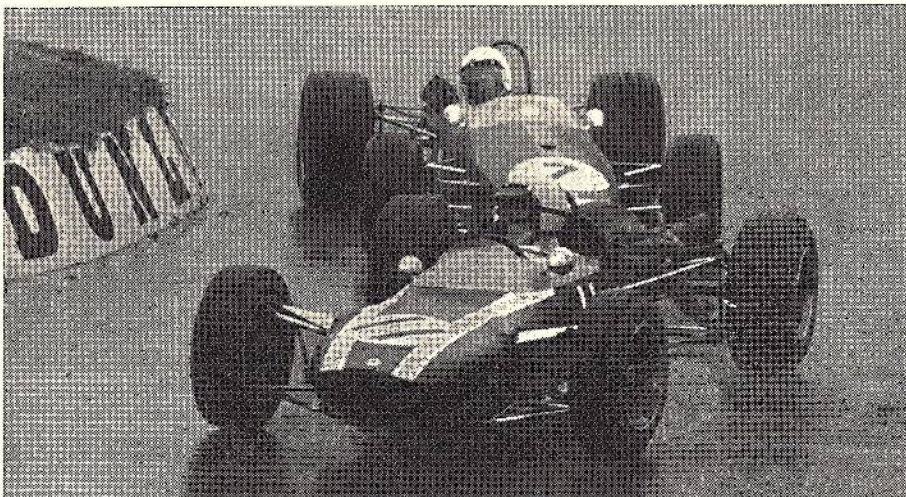
The GT gained him a third in class at the Nürburgring with Mo Nunn, a fellow Walsall man with whom he had briefly run a racing car preparation business in 1967. But the car was the less reliable of the two TechSpeed entries, Chris Craft getting many more results. He also had a couple of drives for Bill Bradley, taking a second place in the Barcelona Six Hours with John Fitzpatrick in Bradley's Porsche 910.

The story of the F3 Chevrons is well-known. Initially the cars, of very good basic design, needed quite a bit of sorting, and then the Red Rose *équipe* had a lot of bad luck with engines. Thus, although Alan scored several places and a singleton win at Schleizer in East Germany, his results did not justify his potential or his by now considerable experience. "At the end of 1968 I was wondering what was happening—I thought I'd have one more go. I bought Frank's Brabham, got a good engine and organised things myself."

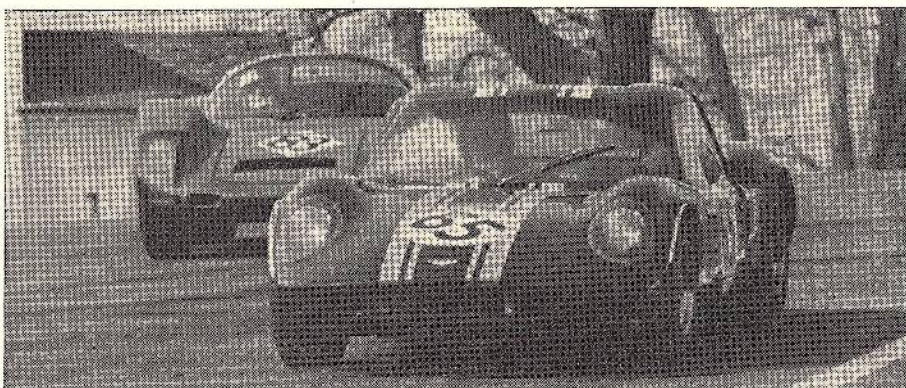
This season started extremely well with a win in a Mallory Park Lombank race over Tim Schenken in the BT28, and since then he has won most of the F3 races he has entered, and proved as competitive as anybody in the rest. Such performances dispelled the doubts of any sceptics who had put his mediocre 1968 performances down to lack of driving ability, and once again the racing world became interested. Alan Rees of Winkelmann-Team Lotus brought him in to take over one of the F2 Lotus 59Bs along with John Miles or Roy Pike when Hill and Rindt were elsewhere occupied, and he rapidly justified Alan Rees' faith in him, putting up a superb show at Hockenheim, where he stayed in the leading seven-car group (in seventh place), being unable to break away because of the wide tyres he was running to the small Dunlops of the rest of the group. This, and his F3 Brabham performances, got him the IRC drive, and if he goes well in that and the new F3 Chevron B15 which has just replaced the Brabham, he should be well on his way to F1 within the next 18 months.



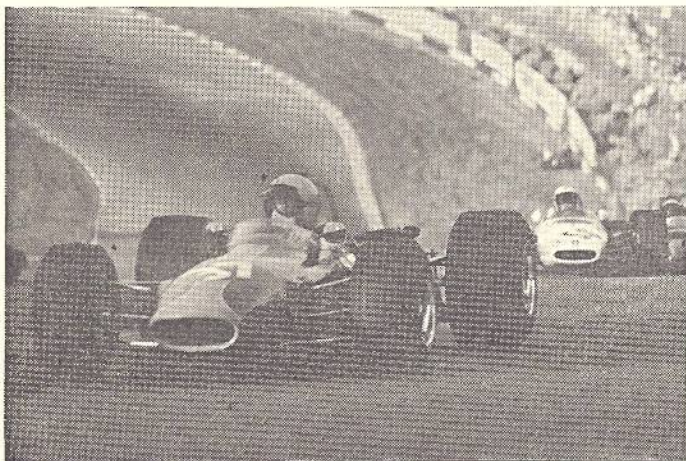
Rollinson took the Lythgoe Brabham BT18 out for the 1967 Temporada, where he was usually quickest non-Matra driver.



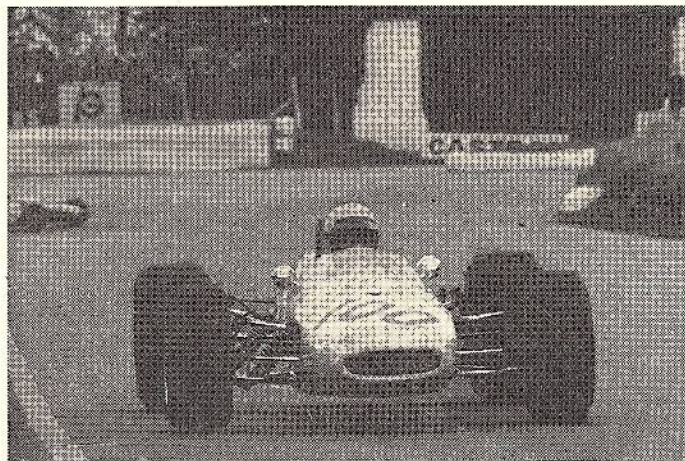
Alan took the F2 Gerard Cooper T82 to a fine fifth place in the soaking wet Mallory International in 1967; Gardner's Brabham follows.



In 1968 Rollinson drove TechSpeed's G4 Chevron-BMW B8, winning several club races. Here he leads Bill Bradley's Porsche Carrera 6 at Oulton.



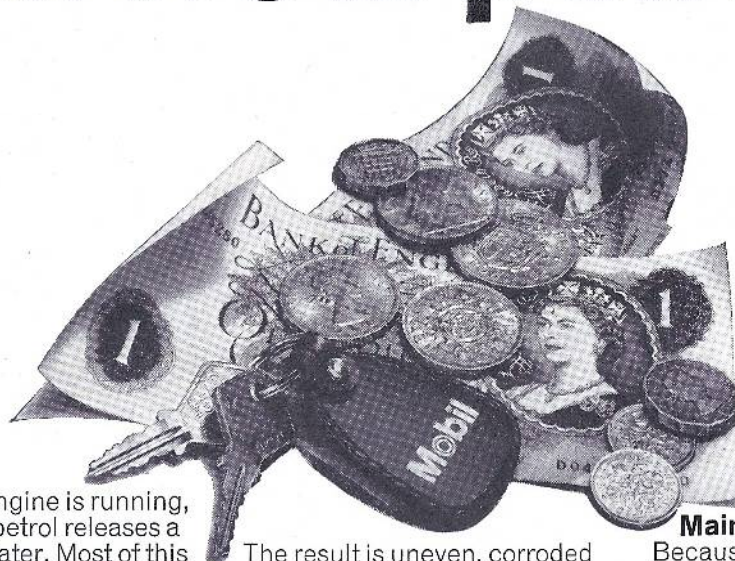
Rollinson in the Red Rose Chevron B9 leads Ikusawa's Brabham and Stiller's Chevron in the 1968 Motor Show 200.



Alan's Brabham BT21B at Mallory Park on its way to victory over Tim Schenken's Brabham BT28 earlier this year.

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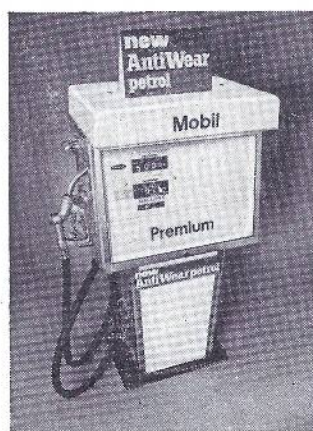
Because obviously an engine which keeps its performance peak longer needs less attention, fewer repairs.

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The Capri's neat, long-bonneted lines have already become a familiar sight since the car's introduction last January.

A Cortina GT with the Mustang look

PEOPLE got tired of saloons, and there is a rising demand for something a little more spectacular. Most drivers would prefer to have a sports coupé, but they are deterred by their families and their insurance brokers. If a manufacturer can produce a car that looks like a low, fierce GT coupé but is really a practical four-seater, powered by an ordinary production engine, he will sell it in tens of thousands. Such a car is the Capri, and it seems likely that Fords have again hit on exactly the right formula to tempt the cheque books out of customers' pockets.

The Capri will eventually be available with seven different engine options, but for the purpose of this article we shall only consider the 1600 GT version. Broadly, two alternatives were possible in styling the body, and it might have been tempting to follow the Italian school. With deep windows, short bonnets, and an absence of decoration, the Italians achieve their artistic triumphs by perfect proportions and under-statement. The Americans, on the other hand, tend to hark back to the 1930s, when a car had to have a big bonnet and a small body to be beautiful. Though the Capri was designed in England, the phenomenal success of the Mustang has obviously influenced its proportions, and its much smaller engine is almost lost under a bonnet that could easily shelter eight cylinders. The "power look" gives the Capri an extrovert appearance that its gentle manners belie.

Mechanically, the car is similar to the 1600E and the weight of the two machines is almost identical. I could not quite get the 1600E up to 100 mph but the Capri will just do it, though it takes some coaxing past 98 mph. On the other hand, the Capri is slightly higher geared and does not feel quite so quick off the mark in consequence, though the difference is very slight. Evidently the insurance companies realise that this is not primarily a speed model, and the premiums are therefore moderate.

If the performance of the Capri resembles that of its sister, in other respects it is very different. I had to criticise the 1600E for being too noisy when driven hard, but the Capri is altogether quieter and smoother. Four-cylinder engines, except very small ones, present a problem because they tend to make the body panels drum, and a good job has evidently been done in getting the natural frequency of the major pressings as far as possible from the critical engine vibrations. Sound insulation is also excellent, and both tyre and wind noises are well below the average.

The rear suspension has been specially studied for this application. The movement has been restricted so that the car can ride low, without assuming a tail-up attitude when there are no rear passengers or luggage. This has been achieved by obtaining a progressive rate in three stages. First, the semi-elliptic springs give, and then the very thick rubber bushes of the radius arms are compressed, because the "wrong" arc has deliberately been struck. Finally, the orthodox bump stops begin to come into play. Another very simple arrangement is the mounting of one damper ahead of the axle and one behind, which reduces patter due to wind-up of the springs on violent starts and stops.

The MacPherson front suspension follows the design of the Escort, with rack and pinion steering and a 4½-ins wide track, which is ½ in wider than the Cortina. The car is 4 ins lower than the Cortina and has a 3 ins longer wheelbase, though the overall length is slightly less. The result of all this is a better ride than the 1600E gives, though there are still some sharp up and down movements, particularly on country lanes. The road-holding is truly excellent, the cornering power being exceptionally high, with almost neutral response tending towards understeer. This is just sufficient to give good stability, though there is little castor action and the steering

feels rather dead—which is unusual with a rack and pinion. Gusts of wind can be felt because of the long, high nose. The servo-assisted brakes are very powerful and, though they certainly warm up during hard driving, they show good resistance to fading. The hand brake is also unusually powerful and the lever is well placed.

Certainly the car is attractive and well equipped in its basic form, but the test car had nearly £80 worth of extras, known in Ford terminology as the "XLR pack." The X pack covers interior appointments, such as the reclining front seats, the L pack covers additional exterior trim, such as dummy air vents (I could do without those), and the R pack, for GT models only, means rally equipment like wider wheels, leather-covered steering wheel, and auxiliary lamps. Anyway, you get a lot of extras for your money.

The heating and ventilation system is very efficient, and the extraction has non-return valves, which completely prevent the entry



ROAD TEST

by John Bolster

Ford Capri GT

of exhaust gases under any conditions. It is therefore considered unnecessary to have quarter lights in the doors and the small rear windows are fixed. The rear seats are comfortable as long as the front seats are not set too far back, and it is best for the shorter passengers to occupy them, a tall man having his head rather close to the roof. However, this is much more than a mere 2 plus 2, and the rear seats are suitable for serious touring. The instrument dials are deeply recessed to prevent dazzle at night, but the range of the headlamps is a little disappointing. The driver sits low and his view is not exceptional towards the rear quarters.

The car gives the impression of being very tough and rigid, and there are many safety features in its construction. The interior is well padded and the levers for releasing the front seats for tipping are separate from those that adjust the squabs, so the adjustment is not lost. Every motoring writer has praised the gearbox and I must join their number, for the change is extremely light yet the synchromesh is 100 per cent effective, with well chosen ratios. The clutch is smoother than that of the 1600E I tested, perhaps partly because of the rubber damped propeller shaft, which certainly improves the low-speed flexibility in top gear.

The Ford Capri 1600 GT will just about attain 100 mph, which is surely enough in a 70 mph country. Nevertheless, it will eventually become available with the 3-litre Zodiac V6 engine, and that is a car I am really looking forward to driving.

SPECIFICATION AND PERFORMANCE DATA

Car tested: Ford Capri 1600 GT, price £1042 including PT. Extra: XLR pack (see text), £80.

Engine: Four cylinders, 81 mm x 77.6 mm (1599 cc). Pushrod-operated overhead valves. Compression ratio 9 to 1, 88 bhp (net) at 5400 rpm. Twin-choke Weber downdraught carburettor.

Transmission: Single dry plate diaphragm spring clutch. Four-speed all-synchromesh gearbox with central lever, ratios 1.0, 1.40, 2.01, and 2.97:1. Rubber damped propeller shaft to hypoid rear axle, ratio 3.78:1.

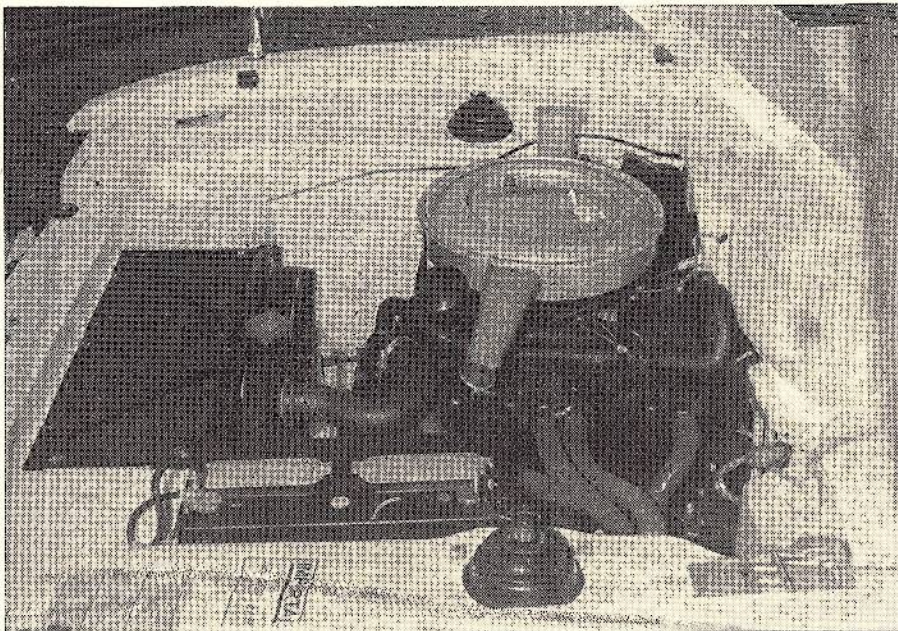
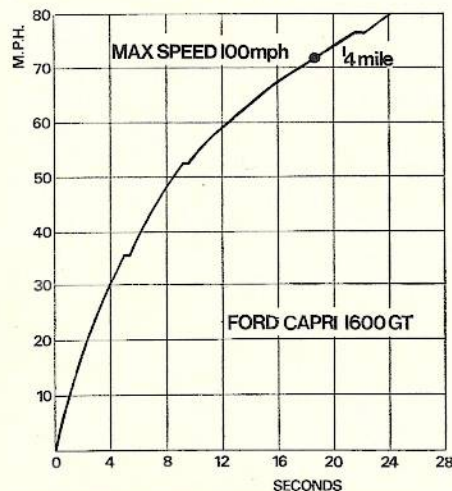
Chassis: Combined steel body and chassis. Independent front suspension by MacPherson struts, lower wishbones, helical springs, and anti-roll bar. Rack and pinion steering. Rigid rear axle on semi-elliptic springs and radius arms. Telescopic dampers all round. Disc front and drum rear brakes with vacuum servo. Bolt-on disc wheels fitted 165-13 ins radial ply tyres. Extra: Rostyle wheels with 5.5 ins rims.

Equipment: 12-volt lighting and starting. Speedometer. Rev counter. Oil pressure, water temperature and fuel gauges. Voltmeter. Clock. Heating, demisting, and ventilation system. Two-speed windscreen wipers and washers. Flashing direction indicators. Extra: Fog, spot, reversing, and map-reading lights, radio.

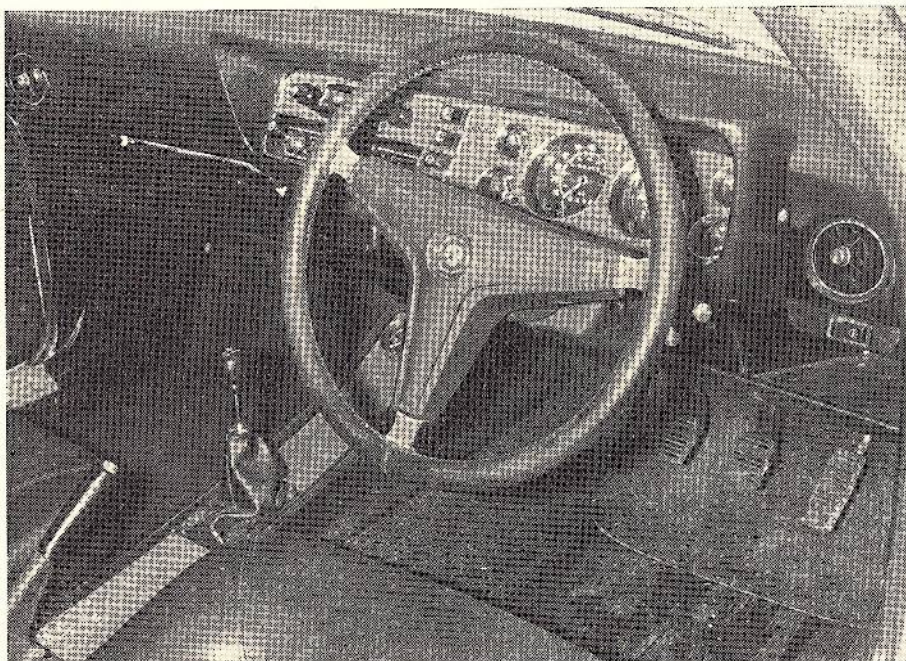
Dimensions: Wheelbase 8 ft 4.8 ins. Track (front) 4 ft 5 ins; (rear) 4 ft 4 ins. Overall length 14 ft 0.5 ins. Width 5 ft 4.8 ins. Weight 18 cwt 2 qtrs.

Performance: Maximum speed 100 mph. Speeds in gears, third 77 mph, second 53 mph, first 36 mph. Standing quarter-mile 18.7 s. Acceleration: 0-30 mph, 4.0 s, 0-50 mph, 8.9 s, 0-60 mph, 12.8 s, 0-80 mph, 24.4 s.

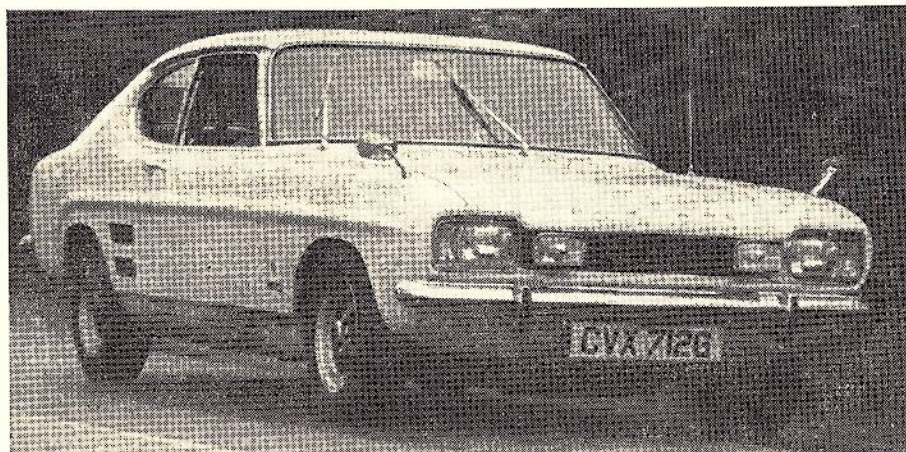
Fuel consumption: 24 to 28 mpg.



Under the Capri's bonnet is the familiar Cortina GT unit.



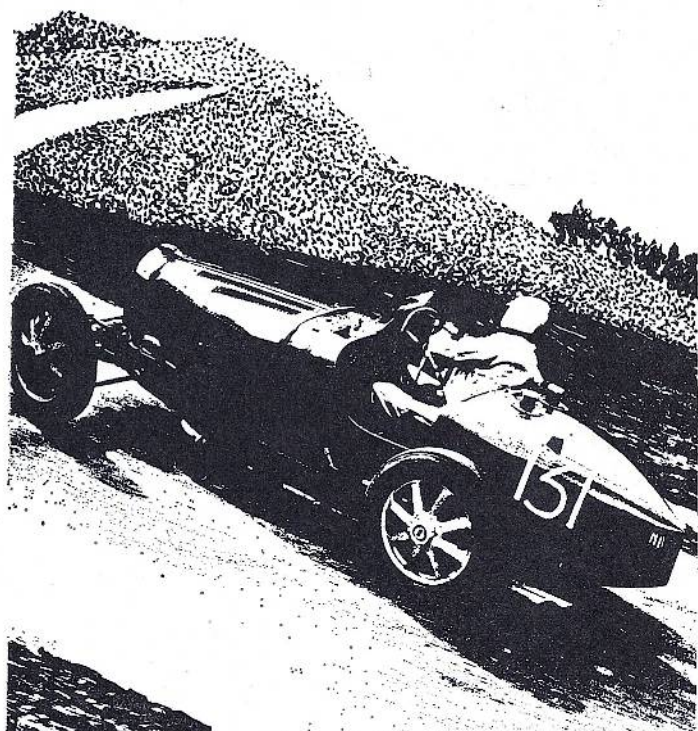
The leather-rimmed, padded steering wheel is included in the XLR specification.



Longer in wheelbase and wider in track than the Cortina, the Capri rides and handles well.



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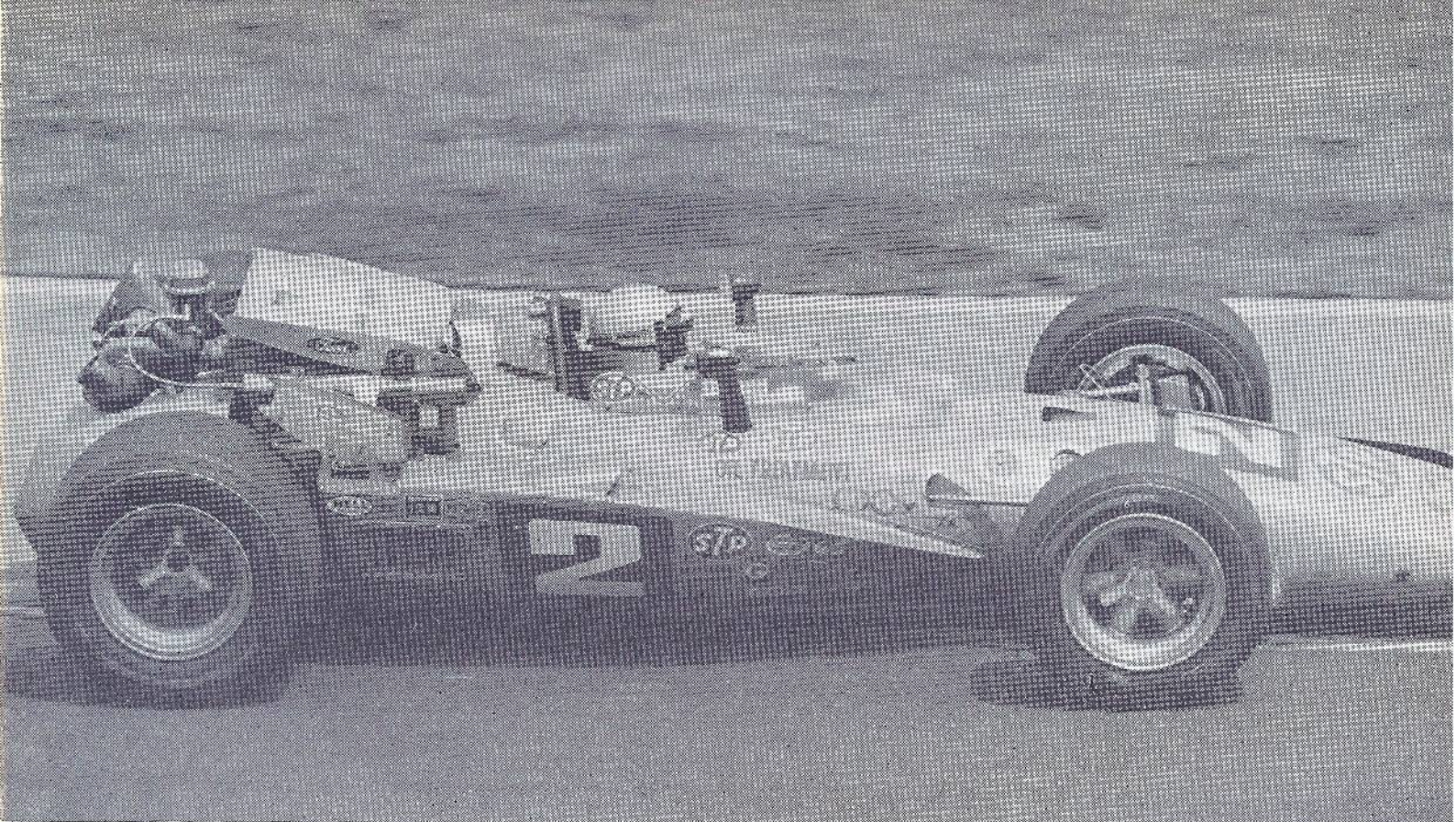
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Mario Andretti in the turbocharged 2nd Brawner Hawk on his way to winning his first Indy 500 for STP and Andy Granatelli.

INDY 500: MARIO MAKES IT

Mario Andretti (turbocharged Hawk-Ford) wins after struggle with A. J. Foyt (Coyote-Ford) — Dan Gurney (pushrod Eagle-Ford) second from Bobby Unser (Lola-Offenhauser)

Story and pictures by PETE LYONS

IT is finally the year for both Mario Andretti and Andy Granatelli. Having joined forces, and weathered the untimely last-minute withdrawal of their specially-commissioned "supercar" Lotus, they fell back on a conventional rear-wheel-drive chassis and prepared it to the nth degree. The gamble was the durability of the highly stressed turbocharged 2.65-litre Ford engine, but Mario's particular unit performed faultlessly.

It was a race that went to one swift and to many sloggers. The first half was a pitched battle involving A. J. Foyt, Roger McCluskey and Lloyd Ruby, but the first two, team-mates, had manifold problems, and the third made a mistake in the pits. Several entries who should have figured had bad luck. It was a safe race, with no injuries and only two brief incidents calling for the "yellow," but as 20 starters retired the end was not exciting.

IN last week's issue we examined the entry for the world's richest motor race, and described the days of practising and the qualifying sessions. The day before the race is a full-stop day. The track is closed and everyone must be content. This particular penultimate day was miserably hot and there were many worried faces; a strictly enforced rule states the car must race in the configuration in which it has qualified, and the qualifying days had been bakmy. The STP men were taken to task for trying to fit an extra cooler to Andretti's Hawk, and they laboured far into the night to get around this. Also still working at midnight, typically the only driver still in Gasoline Alley at that hour, Jack Brabham was bending over his two BT25-Repco monocoques trying to make up for a month spent in Europe.

There's not the slightest doubt that, should the race itself ever be cancelled for some reason, 300,000 spectators would still come. Probably a goodly proportion wouldn't even notice the race was missing. This is the great summer festival in the heartland. The atmo-

sphere is relaxed and cheerful and the prices are shocking. The night is filled with song, fireworks and police sirens, and at first light an aerial bomb shakes the Speedway grounds. The gates are flung open and it's the Oklahoma Territory land rush as the first few thousand spectators roar at full throttle for three-quarters of a mile down the length of the infield from the gate at the north end to the choicest vantage points against the south fences. Woe betide anyone foolish enough to have pitched a tent in their path, there or in a Western Desert dry wash just before a flash flood. There would be no trace.

To everyone's relief, race day was only pleasantly warm. A high thin haze took the edge off the sun. The huge stands filled rapidly with a great wall of spectators, creating almost a Roman circus feeling to confront the 33 nervous drivers as they followed their 33 polished racers out to the grid. In the lineup were 19 Offenhauser engines, 11 four-cam Fords, two Repcos and one stock block Ford. Only four cars had four-wheel drive, but 30 had superchargers, all of these exhaust-driven.

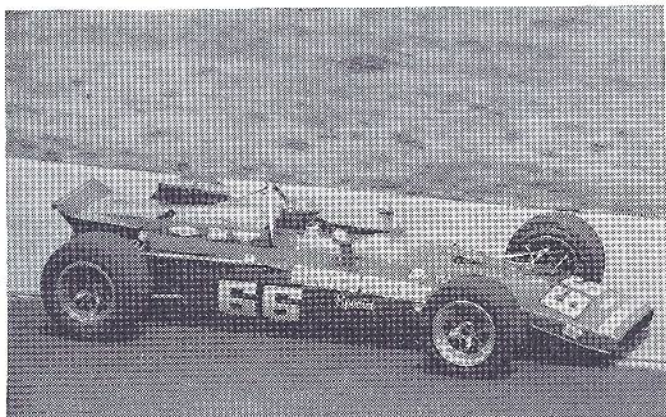
RACE

AT long last the parades, anthems and releasing of balloons came to an end and Tony Hulman ordered all engines started; all obeyed but LeeRoy Yarborough's turbo-charged Ford, and hastily his Vollstedt was pushed out of the way until it too chimed in. Possibly with fuel consumption on their minds, everybody behaved themselves, forming up quickly so that after only two pace laps the starter was satisfied and unleashed the flowing river of 20,000 horsepower.

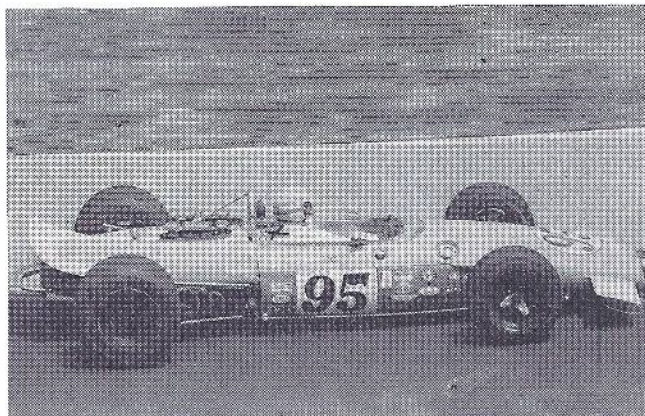
In the terrifying funnel into Turn 1 poleman Foyt held his advantage, but then going through Turn 2 and out onto the back straight Andretti squirted his Hawk past the Coyote. Already the great statistic machine was grinding: Mario hurtled down across the bricked finish line to lead the first lap at 162.543 mph, with Foyt, Roger McCluskey (Coyote) and Bobby Unser and Mark Donohue in the 4wd Lola-Offies behind.

Another 2½ miles and the pace of the first three was in the 166 mph bracket, and they were pulling away. The Hawk and the two Coyotes appeared out onto the main straight as three bright red droplets falling from a great height, evolving into recognisable automobiles as they fell down at 200 mph between the walls and tiers of spectators. As one the three turbocharged Ford V8s shut off with a bang, the cars weaved under braking and fell into file, and one had a quick flash of the drivers working fiercely at the steering as they slid around the quarter-mile of banking.

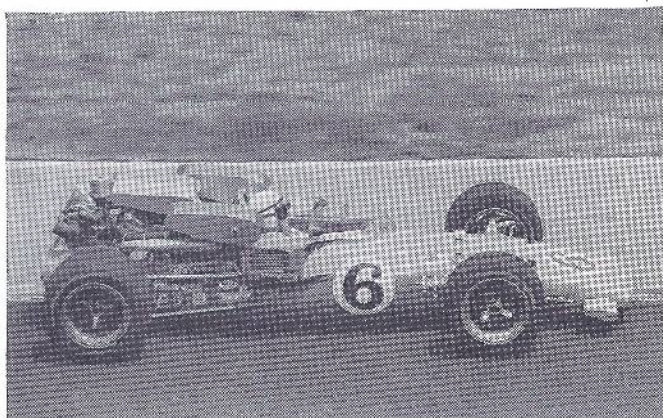
Unser appeared a little behind as a yellow



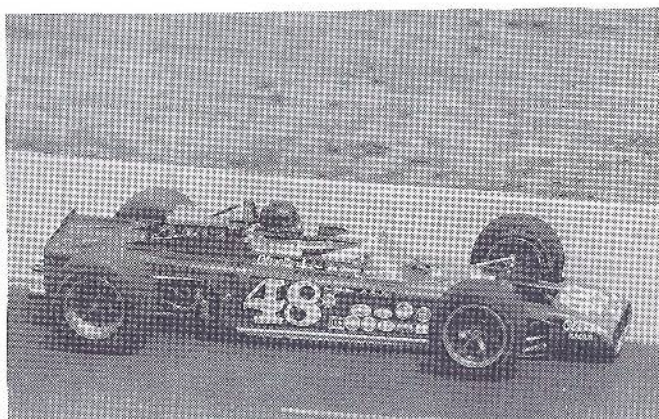
Rookie Mark Donohue (4wd Lola) finished seventh.



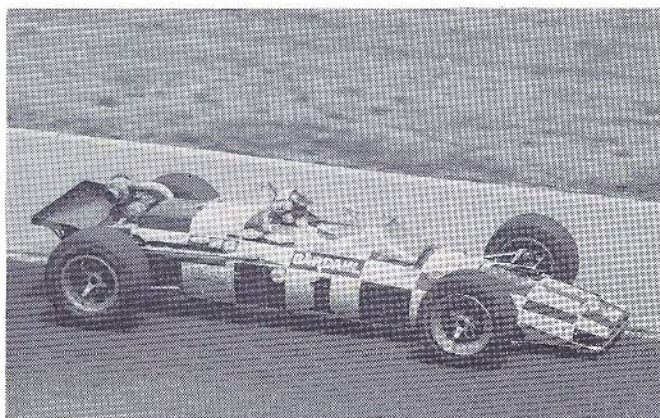
Jack Brabham's Brabham-Repco had ignition trouble.



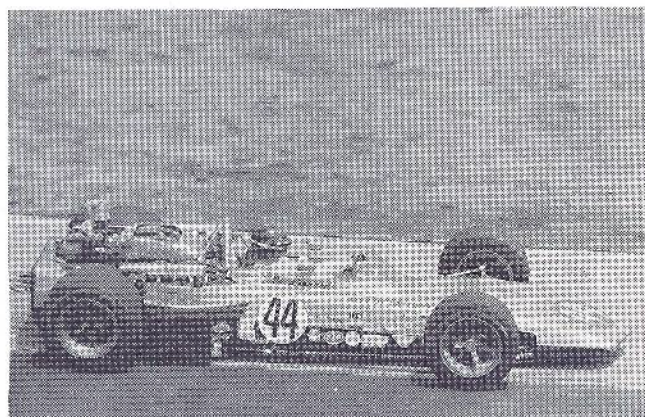
A. J. Foyt's Coyote holed an intake manifold.



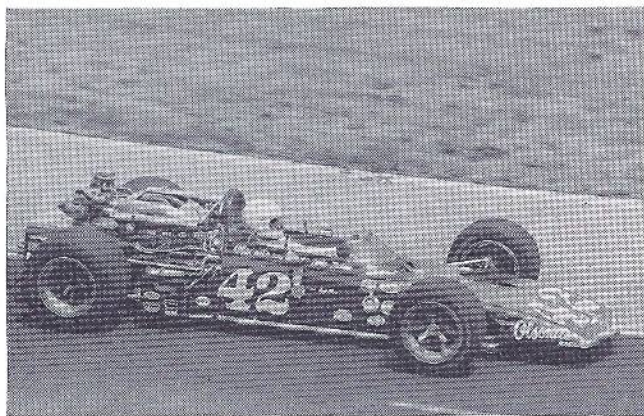
Dan Gurney was second in the pushrod Eagle.



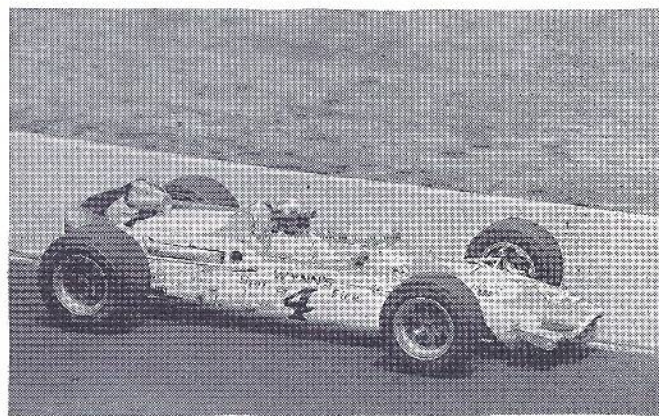
Bobby Unser brought the 4wd Lola-Offy into third.



Joe Leonard was fifth in his Eagle.



Denny Hulme lay second before the Eagle's clutch went.



Lloyd Ruby's Mongoose broke a fuel cap.

droplet and Donohue still further back, dark blue. Bobby's Lola was suffering from an unsuspected mistake in the suspension set-up, while on theirs the Penske crew had gambled on the weather's turning hot and made a last-minute jetting change on the turbo Offy, which had saddled Mark with a great flat spot. On this second lap Bruce Walkup (Gerhardt-Offy) broke his gearbox, retiring perforce, Jack Brabham pulled into the pits with very duff ignition, and the Offy engine in Billy Vukovich's Shrike was about to lose a rod.

After five laps Foyt passed Andretti to retake the lead, and on lap 10 McCluskey eased by as well. The race attention was on this trio, still nose to tail, but back in the field Gary Bettenhausen was forcing his Gerhardt-Offy through, passing Unser on the 14th lap into fourth place about 3 secs back. Gordon Johncock pitted for half a minute to change a tyre on his Gerhardt-Offy, Ronnie Bucknum's Eagle-Offy suffered a broken piston, Johnny Rutherford came in to change his Eagle-Offy's radiator, and Art Pollard retired the STP-Offy (née Lotus turbine wedge) with transmission trouble.

At 20 laps, one-tenth distance, Foyt led his team-mate McCluskey and Andretti, and Bettenhausen was holding off Unser; Lloyd Ruby (Mongoose-Offy), Joe Leonard (Eagle-Ford) and Wally Dallenbach (Eagle-Offy) were squabbling over sixth place, while Donohue in ninth spot was losing ground to Dan Gurney, whose stock block Eagle-Ford was about 30 secs behind Foyt.

After 23 laps Unser gave up struggling and came in to have a tyre changed and the suspension adjusted. Instants later a car streaked down the straight with flames pouring from the engine; it was Jim McElreath's Hawk-Offy. The engine had exploded, taking a fuel line with it. Jim brought it all to a careful halt against the wall of Turn 1 and, as fire crews descended with their clouds of white powder, he strode away without a backward glance.

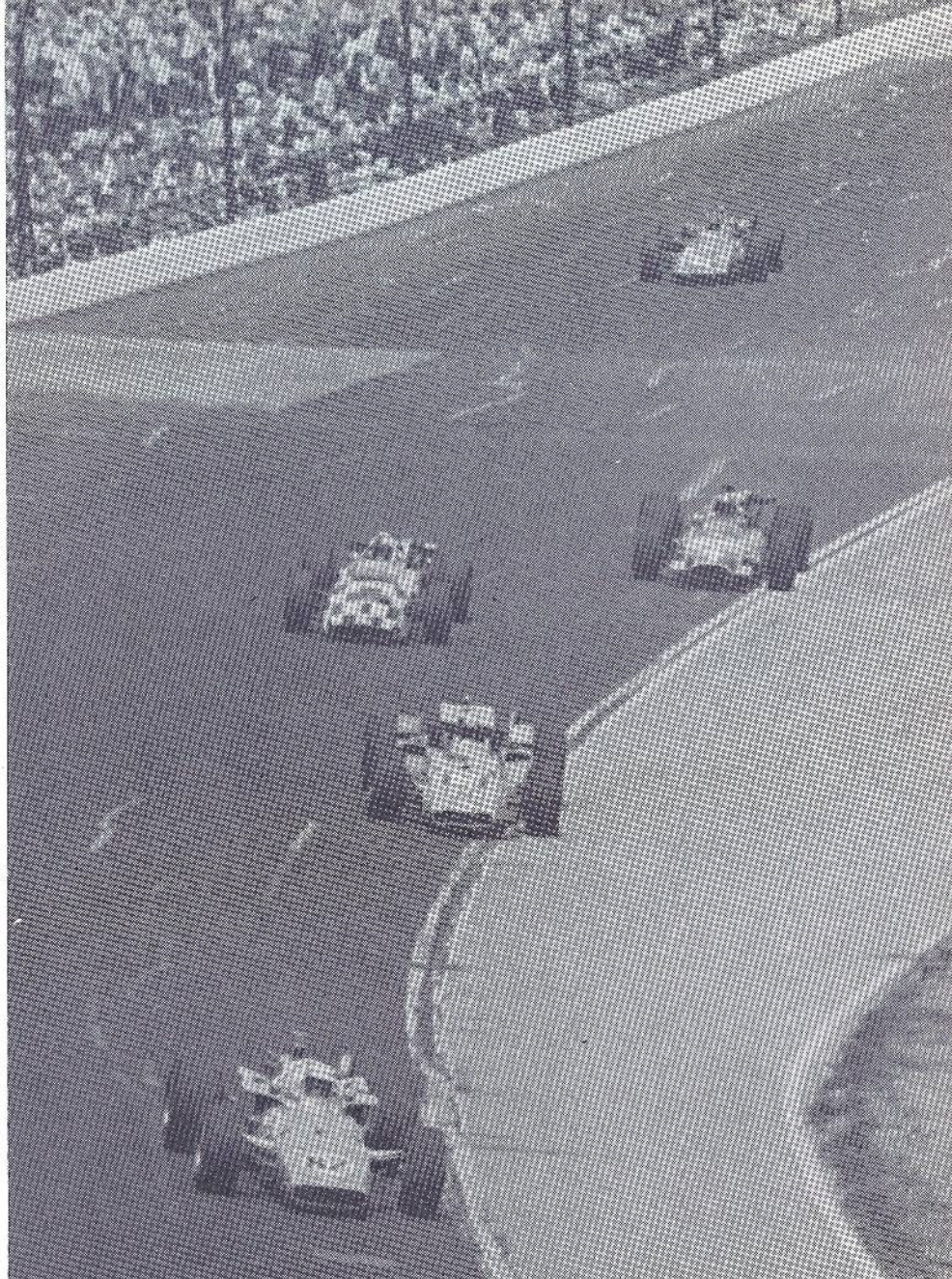
The yellow light was on for six laps, more or less allowing the field to close up—happily, these cars geared for this circuit must be kept up to a speed no "pace car" can match, so the drivers themselves can decide what is safe for them. During this period George Follmer's Cheetah-Ford quietly died.

The green was out again when on lap 34 Bettenhausen's Offenhauser broke a piston; his Gerhardt spun, nudging the wall but finishing on the grassy infield out of the way, so no yellow was needed.

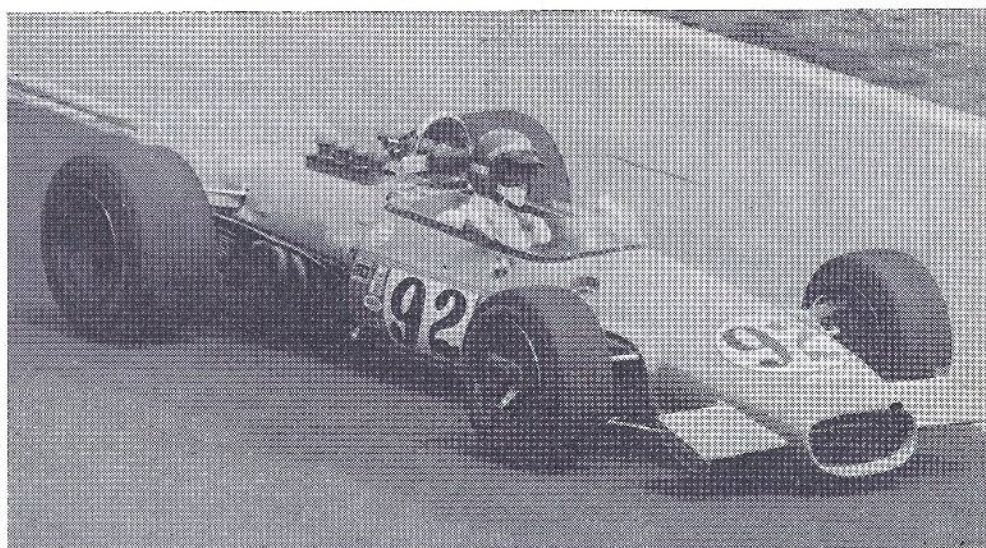
Still the pace was being set by the leading trio, closed up tight and drawing every eye. Mario said later that he, at least, had a little more in hand but was driving on his temperature gauges, holding the water to 220 and the oil to 240 deg F. He slid past McCluskey briefly on the 46th lap, but they were all so close that the nominal leader was a meaningless formality—except for the \$150 A. J. was earning each lap!

Peter Revson's pit stop was the signal for quarter-distance. The Repco in his Brabham, like several other engines, had been set too rich for the day and, in addition to not pulling the last 500 rpm, it was guzzling fuel, so he brought it in a bit early while the Brabham mechanics were still feverishly changing Jack's transistors to try to cure his ignition dramas. Yarbrough too came in, but overshot, so he had to go out and make another lap, and then on lap 49 McCluskey's was the first Coyote to stop. Foyt and Andretti hung on for two more tours, then together broke out of the groove and simultaneously dived for their pits. Thousands of stopwatches clicked, and Foyt was away after 28 secs, but Andretti lingered for an agonising 43. ("We wanted to be careful and not spill any.")

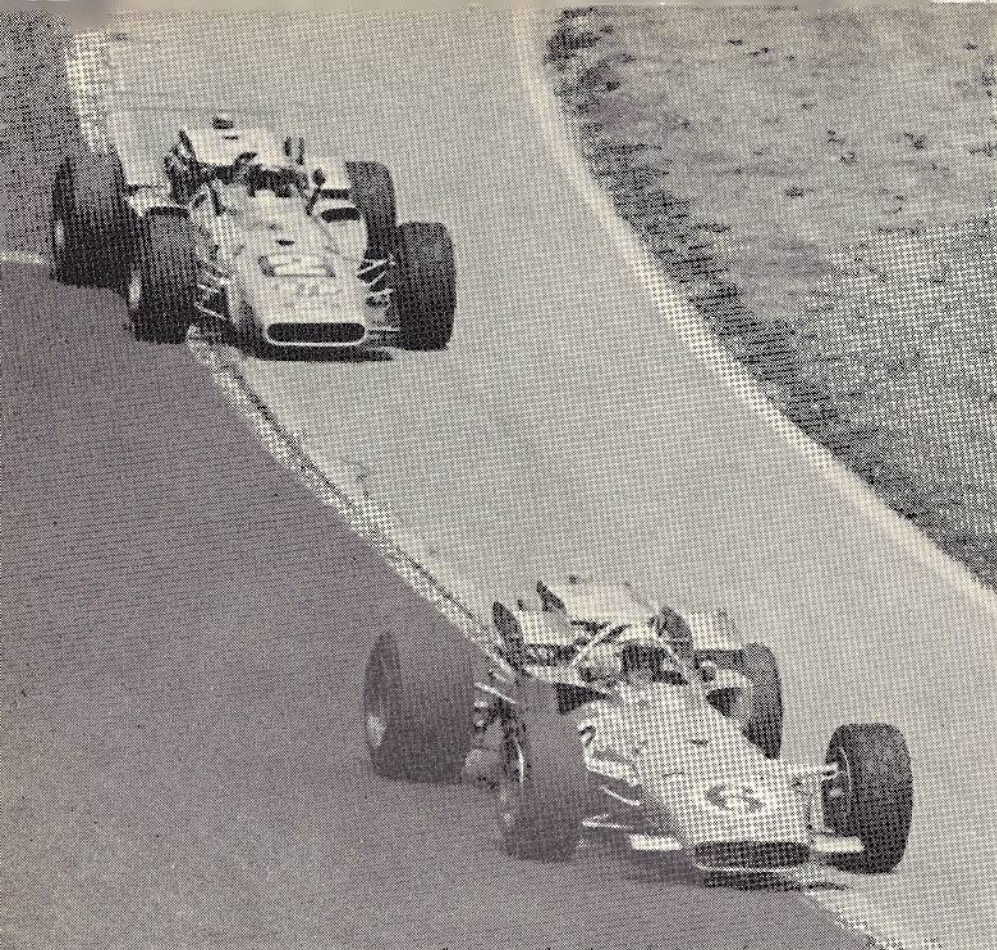
All this left Lloyd Ruby in the lead for a lap until his own stop (23 secs), and Wally Dallenbach in his turn inherited first. Donohue's Penske stop took 29 secs, while the AAR boys got Gurney out again in a rousing



Some of the early leaders set their cars up for Turn 1: Roger McCluskey (Coyote) leads Andretti's Hawk, last year's winner Bobby Unser, in the 4wd Lola, and Lloyd Ruby, who had started on row 7 in his Mongoose, with Joe Leonard (Eagle) giving chase.



Peter Revson qualified the second Brabham-Repco at 160.851 mph, the slowest qualifying speed, but an excellent drive on race day was rewarded with sixth place despite high fuel consumption.



The battle between Andretti's Hawk and A. J. Foyt in the Coyote raged until they made their first pitstops on lap 51, with Foyt always just in the lead.

22. Dallenbach lingered, enjoying his lead until lap 60, at which point Foyt had a lead of some 18 secs from Andretti and Ruby, who were close together and pushing each other. A. J., however, was suddenly in trouble and slowing. Inexorably he began losing over a second per lap. As Brabham got going and rejoined to great applause, he briefly formed a 200 mph sandwich with Ruby and Andretti, who were squeezing up on Foyt's tail. On lap 79 Ruby took his fellow Texan and, as so many times in the past, led the Indy 500.

Foyt rapidly lost sight of the Mongoose and the Hawk chasing it; his pit got ready for a stop, but he waited until lap 83 before dropping in. The team's first thought was that the turbocharger's "waste gate" had jammed in the partially open position, as it had during A. J.'s qualifying runs, and they attacked this first and sent him out again, but the power was still down. During his second stop someone noticed that the intake manifold itself had a hole where a pressure-sensing line to the waste gate tapped off, and there was nothing for it but to get out the welding gear.

After 86 laps Andretti passed Ruby for the lead, and at this point in third place Joe Leonard's Eagle led those of Dallenbach, Denny Hulme who had moved up nicely, and Gurney. Next moment Arnie Knepper suffered a suspension breakage which hurled his Morris-Ford nose first into the Turn 4 wall and strewn debris all over the track. During the ensuing eight laps of yellow light Dallenbach had some kind of moment in Turn 3 and found his clutch inoperative, so he had to park the Eagle right there.

At the 100 lap mark, half-distance, Andretti and Ruby were haring around nose to tail, Leonard was keeping them in sight, Gurney had passed his team-mate Hulme for fourth, Mike Mosley (Watson-Offy) was sixth and Donohue was a distant seventh, three laps down. On lap 101 Leonard made his second stop, taking 51 secs, and on 103 Andretti made his (37 secs), leaving Ruby all alone a lap ahead of everyone. After 106 laps Lloyd duly stopped and took aboard a full load,

but then, in his own words, "I just took off too soon, before they uncoupled the hose." His crew chief said, "If it were anybody else the hose would've pulled loose, but for us the damn filler tore out of the tank!" Gushing raw methanol from an open wound, the car had to be retired, the third time poor Ruby has had to quit while leading the race.

Had the race stopped then it would have been just as well. All Andretti had to do now was drive another 235 miles, preserving his 23 secs' advantage over Leonard, the only car on the same lap. Gurney and Hulme were still in company ahead of McCluskey, Mosley, Donohue, Unser, Bobby Johns (Laycock-Offy), and Mel Kenyon's Gerhardt-Offy. Foyt rejoined a total of 25 laps behind, and Brabham was going regularly about 80 behind, although his oil pressure was dropping and his temperature needles rising. Donohue was struggling round unhappily with the over-rich engine, which would not respond at all when he asked it for power coming out of the turns. As in the Group 4 race at Daytona in February, he was suffering for making a last-minute change without testing.

Roger McCluskey was back into his stride, and overwhelmed Hulme and then Gurney to regain third place, although Dan hung on and refused to let him get away. On lap 128 the officials spotted that Leonard's gold Eagle was spewing water and black-flagged him. A tiny bit of someone's discarded Jubilee clip had got into the extremely low nose intake and punctured the radiator, and cost him 15 laps while Smokey Yunick's crew changed it.

McCluskey pitted for fuel on lap 133, leaving Gurney and Hulme second and third one lap behind. Brabham finally called it a day with a sick engine after the leader's 139th lap and his 58th. When replacing the transistor ignition, he said, there had been "no way" to time the sparks other than by guess.

Denny put on a spurt and passed Dan into second place, getting a signal to stop for fuel in four laps. He came in after only one of those four, saying the handling was going funny. The right front Goodyear was changed, add-

ing one more to a list of Goodyear tyres that had been changed during the race—Unser, Foyt, Mosley, Johncock, all found a problem with tyres. Then, as Hulme tried to accelerate away, he found that for many miles past the clutch cylinder had been leaking out its fluid. Without being able to slip the clutch there was no chance of getting the very peaky turbo Ford away. He tried once or twice, but there was "no way" to avoid retirement.

Mario came in for his third fuel stop on lap 152, taking an unhurried 41 secs and rejoining still a comfortable leader, lapping in around 56 secs. McCluskey, now fourth behind Mosley, was gradually losing power. There was apparently no pressure going to the Ford's engine, and after 156 laps a stop showed why: a gaping hole burned in the plumbing. Mosley too was shortly in trouble: a piston was breaking up inside the Offy, and the car began smoking heavily. Eventually it stopped and Mike pushed it into the pits. This left Donohue third, rather a poor third, thought Mark, although Penske was pleased, but it was in any case a short-lived position as the Offy's magneto went bad and the sputtering and banging Lola came in for a replacement on lap 175.

Gurney thundered by his pit with the Eagle beginning to smoke, and gesturing back toward the engine. Andretti was signalled "Gurney sour," but in fact Dan later said that it was not the engine at all but another problem. A secret problem. Yet another problem was Bobby Unser, who had made his way into third spot now and saw Gurney 20 secs ahead, and 20 laps left in the race—but as it turned out he could only manage to gain half a second a lap.

Donohue rejoined on the leader's 186th lap, and Revson brought the surviving, and very thirsty, Brabham in for a top-up on the 191st.

Pilots know the phenomenon of "automatic rough" when the engine seems to make funny noises whenever there is no place below to land, and surely Andretti must have heard funny noises. But it all held together, so perhaps FORD does mean First On Race Day, as the PR guys like to say. The turbocharged Ford engine before this day had a dodgy reputation, but it won the race it was made for. The excess fuel consumption proved to be just a story, and Andy Granatelli beat the race queen to be first to kiss Mario Andretti.

Indianapolis 500 Miles, May 30

1. Mario Andretti (Hawk-turbo-Ford), 3 h 11 m 14.71 s, 156.867 mph (race record).
 2. Dan Gurney (Eagle-Ford stock block), 200 laps.
 3. Bobby Unser (Lola-turbo-Offy T152 4wd), 200 laps.
 4. Mel Kenyon (Gerhardt-turbo-Offy), 200 laps.
 5. Joe Leonard (Eagle-turbo-Ford), 194 laps.
 6. Peter Revson (Brabham-Reppo BT25), 192 laps.
 7. Mark Donohue (Lola-turbo-Offy T152 4wd), 192; 8. A. J. Foyt (Coyote-turbo-Ford), 184; 9. Larry Dickson (Vollstedt-turbo-Ford), 180; 10. Bobby Johns (Laycock-turbo-Offy), 172; 11. Jim Malloy (Vollstedt-turbo-Offy), 166; 12. Sam Sessions (Finley-turbo-Offy), 164.
 13. Mike Mosley (Watson-turbo-Offy), 162 laps, piston; 14. Roger McCluskey (Coyote-turbo-Offy), 157, broken manifold; 15. Bud Tingelstad (Lola-turbo-Offy), 154, engine; 16. George Snider (Coyote-turbo-Ford), 153, still running; 17. Sonny Ates (Hayhoe-turbo-Offy), 146, engine; 18. Denny Hulme (Eagle-turbo-Ford), 145, clutch; 19. Gordon Johncock (Gerhardt-turbo-Offy), 138, piston; 20. Lloyd Ruby (Mongoose-turbo-Offy), 105, broken fuel cap; 21. Wally Dallenbach (Eagle-turbo-Offy), 82, clutch; 22. Arnie Knepper (Morris-turbo-Ford), 82, crashed; 23. LeeRoy Yarborough (Eagle-turbo-Ford), 64, broken exhaust; 24. Jack Brabham (Brabham-Reppo BT25), 58, ignition; 25. Carl Williams (Gerhardt-turbo-Offy), 50, clutch; 26. Gary Bettenhausen (Gerhardt-turbo-Offy), 36, piston; 27. George Follmer (Cheetah-turbo-Ford), 26, waste gate; 28. Jim McElreath (Hawk-turbo-Offy), 24, caught fire; 29. Johnny Rutherford (Eagle-turbo-Offy), 24, radiator; 30. Ronnie Bucknum (Eagle-turbo-Offy), 16, piston; 31. Art Pollard (Gerhardt-turbo-Offy), 7, transmission; 32. Billy Vukovich (Shrike-turbo-Offy), 5, con rod; 33. Bruce Walkup (Gerhardt-turbo-Offy), 1, gearbox.
- Statistics: Andretti led for 116 of 200 laps, Foyt for 66, Ruby for 11, Dallenbach for 7. This is the tenth time the Indy winner has started from second pole position. The first rookie home was Revson, who finished sixth. Andretti used Firestone tyres, Autolite plugs, American oil.

CanAm 1: Guess who?

Bruce McLaren wins at Mosport shadowed by Denny Hulme in the new works McLaren M8Bs — John Surtees (McLaren M12) leads race but slows with overheating, still finishes on same lap — Dan Gurney retires the McLeagle after epic chase — Strong performance by John Cordts in obsolete McLaren

Story and pictures by PETE LYONS

WITH the weather as the only uncertainty, the reigning CanAm domineers Bruce McLaren and Denny Hulme in the M8Bs launched another series in the right way last Sunday, finishing scarcely a car's length apart after a 197-mile run round the Mosport track in Ontario. During the early stages John Surtees, in a Chaparral-entered McLaren M12, and Dan Gurney (M6B) staged a tremendous show, the former forging ahead to lead for several laps while, during the middle of the race, the latter was right on the leaders' tails, all stops pulled. Lothar Motschenbacher was well in the running until his hastily assembled M12 began to fail, and Chuck Parsons (Lola T162) struggled manfully throughout the dry race on rain tyres. On the last lap one of these deflated, letting through into fourth place John Cordts' M1C, by far the best driven and prepared of the "obsolete fleet."

ENTRY

TWO days after the USA's most glamorous single race, our most glamorous race series blasted off the Mosport grid. For this, its fourth year, the CanAm Series offers more races, more prize points and more money. This last is most important, for of all the grumbling about expense one hears in racing the loudest grumblers are sports car owners. Some familiar supporters are missing and may or may not rejoin when they see how things develop, while date conflicts with other organising bodies cause more dropouts. There are cries that the basic formula is too difficult, and there ought to be imposed some kind of limit on the essentially *formule libre*. To this the SCCA's Jim Kaser says, "The CanAm is now getting to be just what we envisioned, a really tough series for professionals."

Self-evidently, some professionals *can* manage to take part. Holding most of the marbles at Mosport were the Kiwis. For 1969 the McLaren team have levelled off the wholesale escalation of Group 7 design that has been the really outstanding feature of the last three years. Their M8B is a very knowledgeably refined version of last year's car, actually the old bulkheads re-skinned, with the same thinking in suspension, drive train and so on, and subtle alterations to the aerodynamics caused partly by the adoption of fixed position acrofoils mounted on the rear suspension. Their new engine man is George Bolthoff, an American formerly with Traco, and his work on these first engines of the series has been along the lines of simplifying some of Gary Knutsen's hardware. After the first race he was to disappear back to Colnbrook, leaving the team five engines to race while he brewed up something new. Bruce has remarked that there ought to be a full 800 horses lurking within the aluminium Chevy...

Going private seems to mean buying last year's McLaren. This year's for-sale car is called the M12 and is essentially an M6B with M8A suspension pieces and aerodynamics. Fastest of these at Mosport was the white one bought by Chaparral Cars as a backup for John Surtees while the newest Chaparral gets sorted. Nothing of automatic transmissions or wings here, this is a McLaren being run as a McLaren, although it does have a Chaparral engine. Another M12 is run by Lothar Motschenbacher, with a Motschenbacher Racing Enterprises aluminium Chevy, and a third by the young Canadian George Eaton with an

engine identical to the last year's M8A. All three of these M12s had just been received within the previous week and had hardly turned a wheel before; Eaton, in fact, had never driven his until the morning of the race.

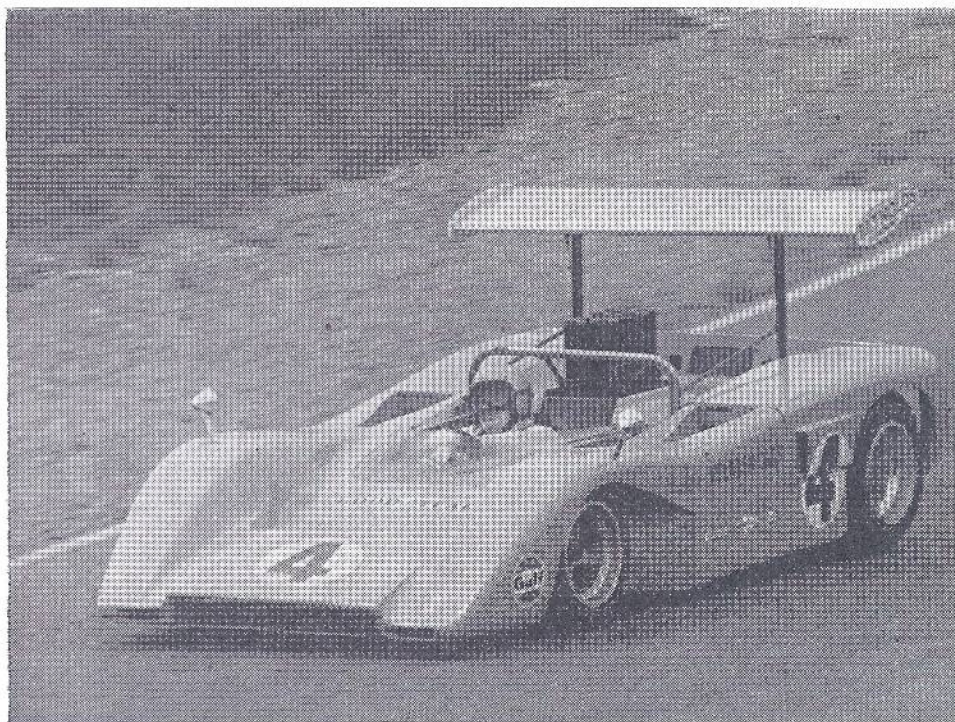
All American Racers, let down severely by FoMoCo's decision not to run the CanAm, put together the lightweight M6B "McLeagle" with a 5.5-litre Gurney-Eagle engine and added two wings, the front one chassis-mounted and the rear riding the suspension. After practising with them, it was found that the rubber bushings at the tops of the uprights were of too soft a compound, allowing metal-to-metal contact. Rather than risk losing a wing in the race, Phil Remington decided to remove them altogether, and the holes in the body were neatly covered over.

The sole current-generation Lola was the T162 entered by Haas for Chuck Parsons. It

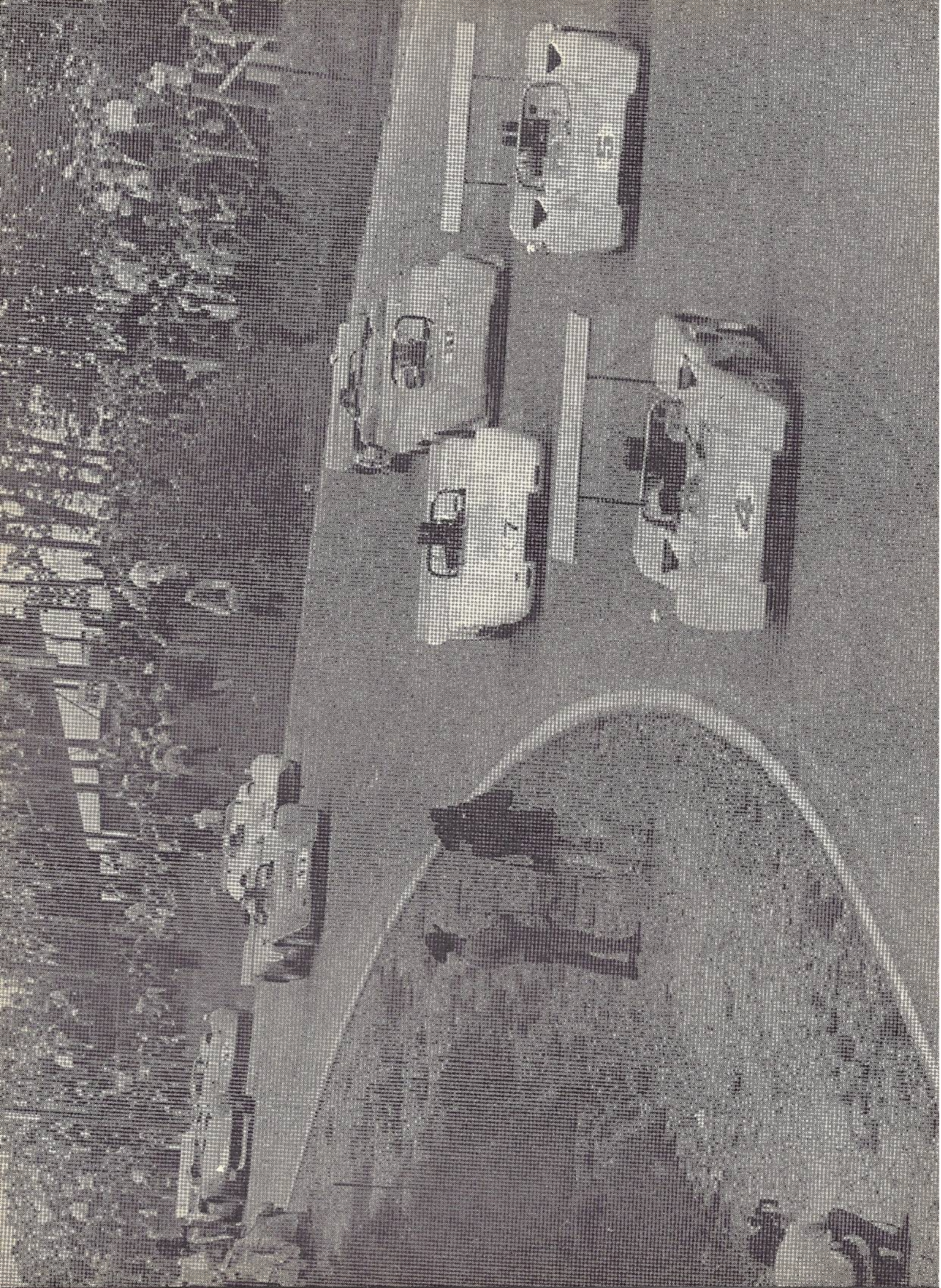
was very nicely prepared, and Parsons was pleased with it, particularly with the Chaparral engine which was giving him 40 more bhp than he'd ever had.

Peter Revson turned up with the Agapiou Bros to drive their entry of the Ford Kar Kraft built for the 1967 series on a Mk 4 Le Mans chassis. There are actually two such machines, and Mario Andretti has been testing one, although Ferrari and perhaps some others think *they* have him. Somehow the Agapiou brothers have some of the aluminium Ford engines that were withdrawn from the other Ford devotees at the end of last year, although they don't seem to be getting much good from their fortune. Andretti blew up a 7.7-litre version in testing at Indianapolis Raceway Park, and the regular 7-litre in Revson's at Mosport scarcely turned a lap, so there was really no point in starting the race.

One more non-starter of interest was the McKee with turbocharged Oldsmobile engine practised by Joe Leonard; it was taken home the day before the race. John Cannon has concluded an agreement with the owner of an M6B and an iron-block 7-litre Ford, but the combination was far from ready; as John gloomed, "The main trouble is there aren't ten days in the week," and he could not manage to get two laps together during the entire weekend.



Bruce McLaren was able to stage a very satisfying nose-to-tail one-two with his number 2 Denny Hulme in the first of the 11 1969 CanAms.



RACE

RACE day threatened to be cold and wet. Once it did actually start to rain, causing everyone to scurry around sorting out their rain tyres, bubble shields, anti-mist sprays, etc, etc, and right up until race time the issue was in doubt. In the last minutes nearly everyone decided to gamble on dry weather but the Haas Lola team, so Parsons started on wet-pattern Goodyears. At the last minute Hulme's car was changed from one pattern of dry Goodyear to another of softer compound, and Surtees switched from an intermediate R125 Firestone to the softer of the two dry casings available. His M12 rear suspension had just been put back together with some washers welded onto the bracket which unites the lower rear radius rod to the suspension upright; a weaving that had developed in practice had been traced to the bolt hole in this bracket elongating, a weakness discovered in the other two M12s as well. Gurney's engine was giving some worry, for water was found in one of the cylinders, but there was no time left to lift the heads.

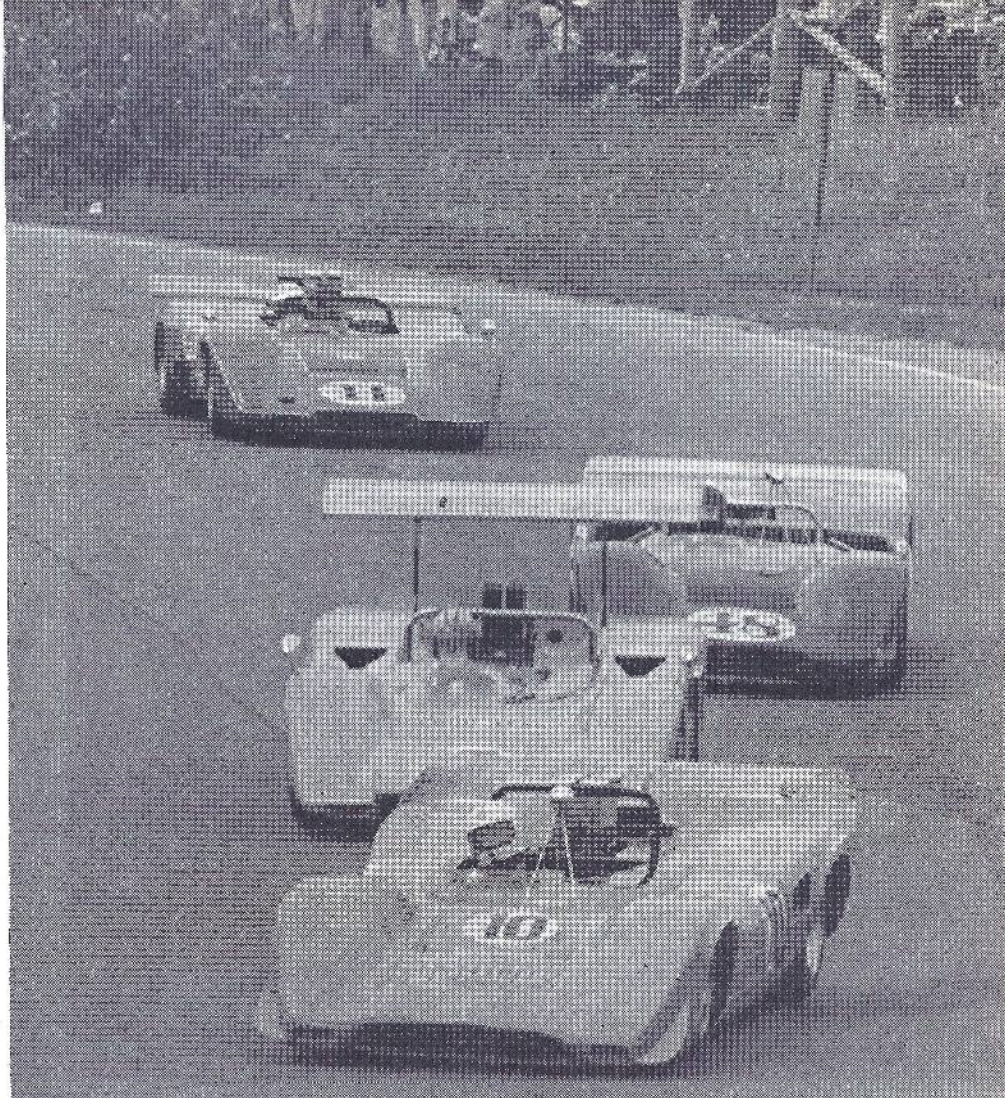
Grid positions

Hulme McLaren 1 m 18.8 s	McLaren McLaren 1 m 18.2 s
Parsons Lola 1 m 21 s	Surtees McLaren 1 m 20 s
Gurney McLaren 1 m 23.9 s	Motschenbacher McLaren 1 m 21 s
Couture McLaren 1 m 26 s	Cordts McLaren 1 m 24.2 s
Faustina Lola 1 m 31.8 s	Kovaleski McLaren 1 m 31.3 s
Nagel Lola 1 m 32.5 s	Drolsom Lola 1 m 32.5 s
Crawford McLaren 1 m 33.6 s	Galloway McLaren 1 m 32.9 s
Terrell Lola 1 m 37.4 s	Dutton Lola 1 m 34.2 s
Janke McLaren 1 m 41.9 s	McCaig McLaren 1 m 41.5 s
Brown McLaren 1 m 45.6 s	Cannon McLaren 1 m 43.8 s
Revson Kraft-Ford non starter	Eaton McLaren no time
	Kahlick McLaren 1 m 42.1 s

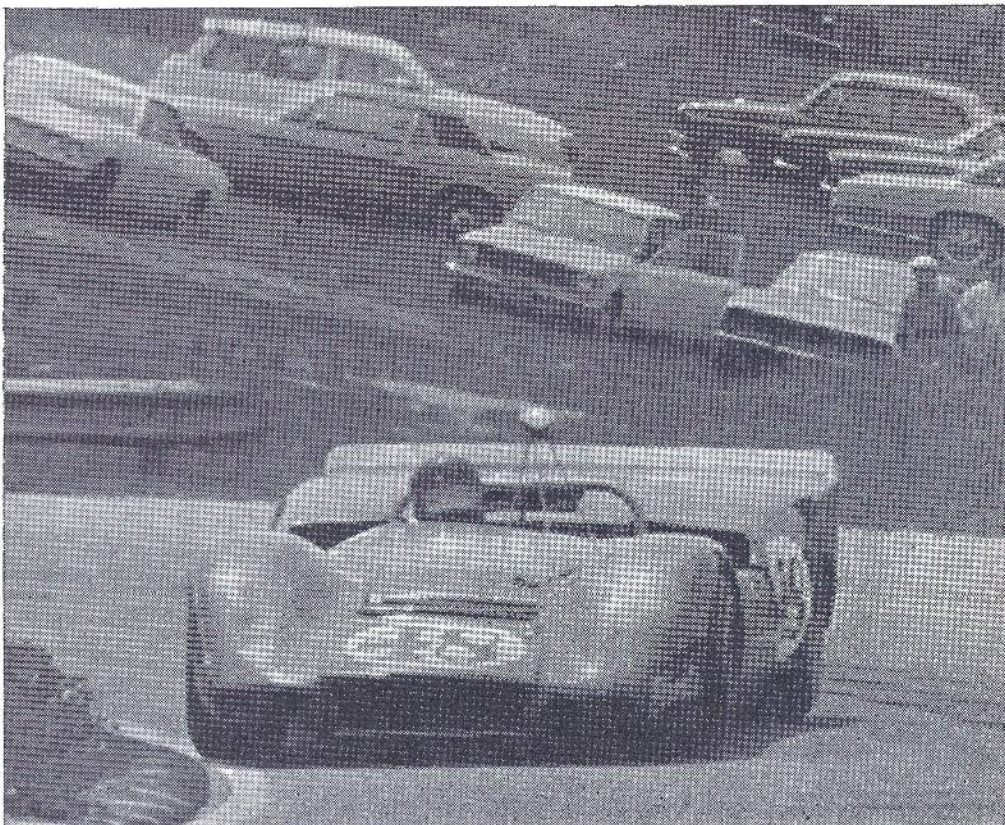
As a concession to the unsettled weather, the starter allowed two pace laps, and in that space of time the sky brightened noticeably. In a tremendous roar the brightly coloured cars poured into the long downhill first turn, McLaren darting ahead and Surtees and Parsons crowding Hulme. Seemingly in moments, they had swooped down to the far end of the circuit and back up the long rising return straight, around the tight 90 deg final turn and bellowed along the short pit straight, with McLaren leading from Surtees, Parsons, Hulme, Gurney and Motschenbacher, while Couture and Cordts were already pulling away from the rest in their elderly McLarens, and right at the back Cannon brought his newer one in to retire.

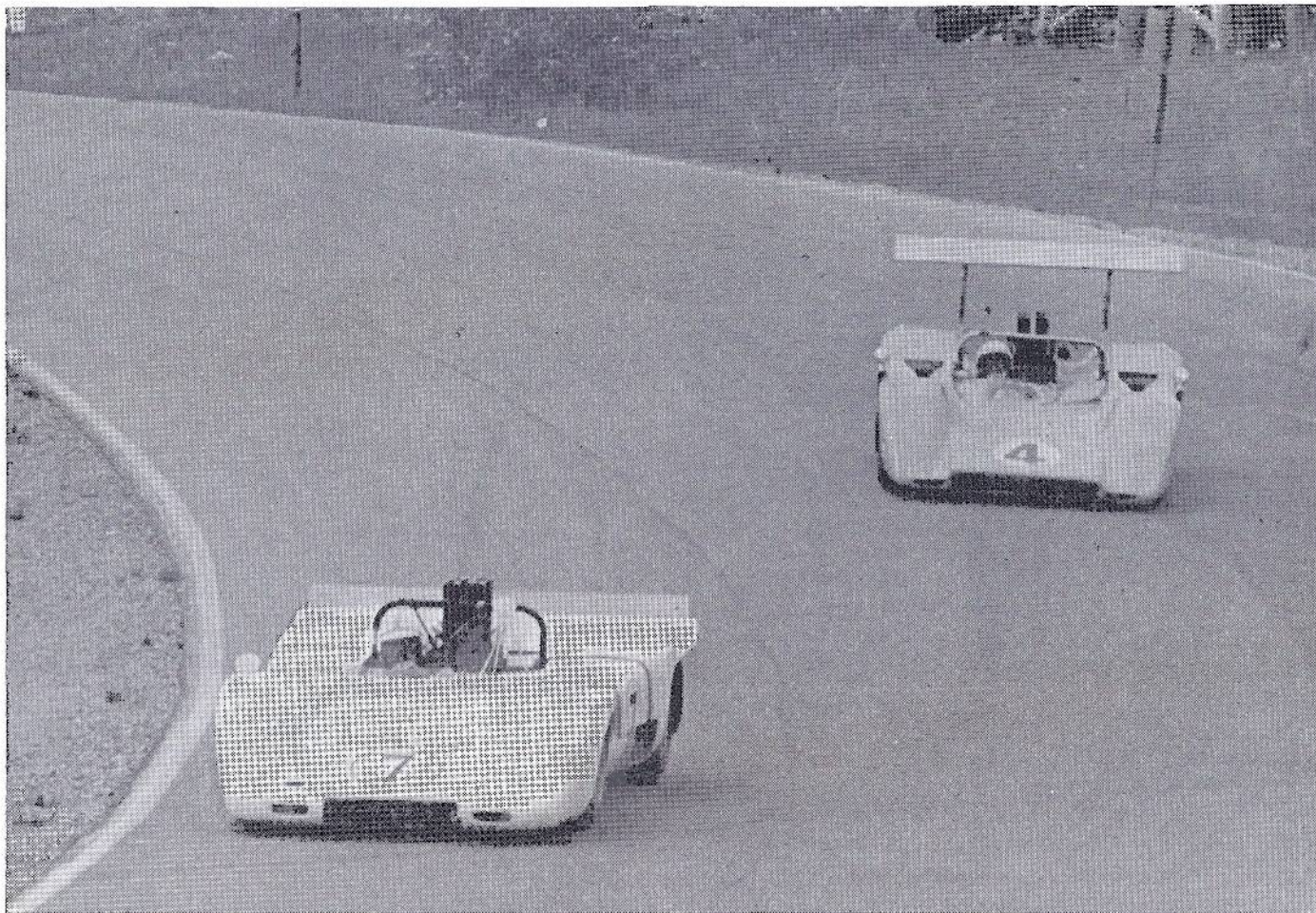
Lap 2 and Surtees was right up pressing McLaren and leaving a slight gap back to

Opposite: The first corner on the first lap, and the top five are already pulling away from the rest of the field. Poleman McLaren leads Hulme, Surtees, Parsons, Gurney and Motschenbacher.



Chuck Parsons' Lola T162, the only truly competitive non-McLaren in the race, leads Denny Hulme's winged works M8B, Gurney's M6B and Lothar Motschenbacher in a new M12, or updated M6B (above). Dan Gurney corrects a slide in the underpowered McLaren M6B which he kept up with the leaders until forced out with suspension trouble (below).





On lap 4 John Surtees took the white Chaparral-engined McLaren M12 into the lead past McLaren, but sadly his challenge to Kiwi CanAm control failed when the car began to overheat.

Hulme, just overtaking Parsons. Next lap Gurney also got by as Parsons began to go into great loose slides on his rain tyres. Eaton was forging up from the back in his powerful M12 and was already closing up on Cordts. At the end of lap 4 Surtees had the lead by inches, lost it next time, took it back again for lap 6. This was a really exciting show, and Hulme and Gurney were moving up to join in, with Motschenbacher in their mirrors. All the big-bodied sports cars were jumping and darting about, lifting their flat noses under acceleration, blowing up dust from the verges and shaking the air almost physically; it was precisely what CanAm racing is all about.

Parsons was driving as hard as he could, sliding the big orange Lola right up to the edges, but he fell back inexorably to begin a long battle with Cordts. Eaton was storming up enthusiastically but the new car was erratic on new dampers and twice he spun off; "Just plain bad driving!" he said cheerfully later. Visiting the pits twice to check for damage and to clear a fouled throttle linkage dropped him well back.

After eight or 10 laps Surtees saw his temperature gauges begin to rise. Inasmuch as the original plan had been to finish, and now that the durability of his suspension was suspect, he began to ease off, letting McLaren go. Gurney was forcing really hard and got by Hulme on lap 8 into third place. At the lap 14 mark he passed Surtees into second, but Bruce saw him coming and responded with a lap at 1 m 20.6 s, a new record. However, on lap 20, quarter-distance, he lapped Parsons with Gurney's little McLeagle right on his tail; then there was a short gap to Surtees, just staving off Hulme, while Motschenbacher hung on close behind in fifth.

Five laps later, Hulme took a breath and turned up the wick. He went by Surtees and suddenly was looming in Gurney's mirror. On

lap 27 he powered by, and his momentum carried him right up to McLaren and by into the lead on lap 30. For Gurney things were now twice as grim. Driving very hard indeed he was able to lap as fast as 1:21.1, forcing the underpowered machine by sheer willpower around the curves and using full throttle sooner and longer than seemed possible. The big winged orange cars ahead seemed to hang back to tantalise him, and now that Bruce was once again in the lead he refused to let gaps develop in traffic, easing whenever it happened to let Denny stay with him.

At half-distance they had all just lapped Motschenbacher as he slowed with clutch trouble and low oil pressure. Gurney was a consistent 2 secs behind Hulme, while Surtees was all alone some 30 secs further back. Next time around, Lothar called it quits before the engine was damaged, leaving fifth to Parsons and sixth to Cordts.

On lap 44 Bruce succumbed to temptation and lapped at 1:19.5, another record and the fastest lap of the race. For Gurney it was just about all over, for the bottom of the right rear upright casting was breaking up, and at 49 laps he retired the car after the stirring drive that, with Surtees', made the race. Now the Kiwis settled down to reel off demonstration laps, swapping positions with ease and playing with each other at 160 mph on the back straight.

After 1 hour 53 mins 27 secs, an average of 105.3 mph, Bruce and Denny staged a nose-to-tail finish. Surtees, still driving on his temperature gauges and being very gentle with torque application, came home a minute later. Parsons was due next, but on the very final lap his left rear tyre, which he had been feeling going soft for five laps, deflated completely at Moss hairpin, throwing him into the dirt there. He limped around slowly, trail-

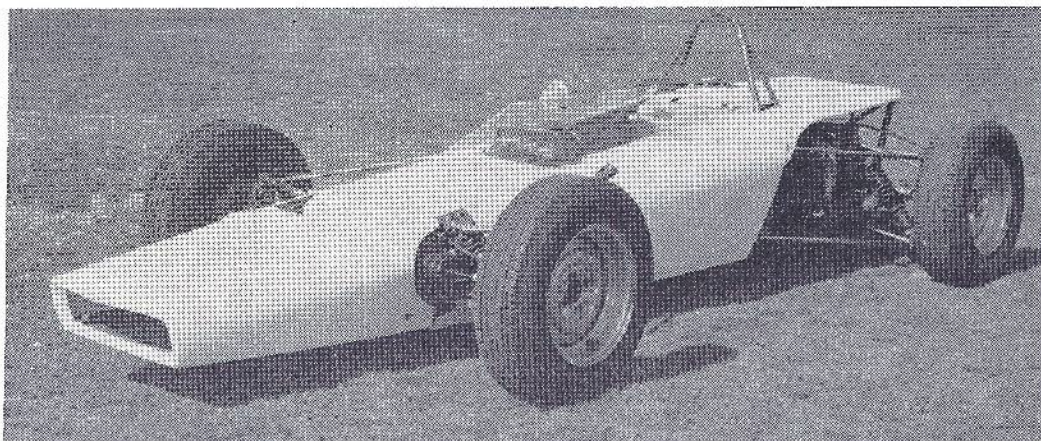
ing clouds of rubber smoke, and could do nothing to prevent Cordt's strongly driven McLaren from overtaking him.

In two weeks time the Labatt brewery sponsors their second CanAm at the lovely St Jovite circuit in Quebec. There is just a chance, says Surtees, that a new Chaparral will be ready, and Bill Gavin, who claims to be managing Chris Amon's CanAm effort, says that one Ferrari is ready. In any case, those who just had no time to be prepared for the first round will be burning the mid-night oil. It may be true that the works McLarens are on a plateau above all the rest, but plenty of people still have the spirit to see.

**Labatt's Blue Trophy
Mosport Park, June 1
CanAm Series round 1
80 laps, 197 miles**

- 1, Bruce McLaren (McLaren-Chevrolet M8B), 1 h 51 m 27.3 s, 105.901 mph;
 - 2, Denny Hulme (McLaren-Chevrolet M8B), 1 h 51 m 28.2 s;
 - 3, John Surtees (McLaren-Chevrolet M12), 1 h 52 m 23 s;
 - 4, John Cordts (McLaren-Chevrolet M1C), 76 laps;
 - 5, Chuck Parsons (Lola-Chevrolet T162), 76;
 - 6, Jacques Couture (McLaren-Chevrolet M1C), 73;
 - 7, Oscar Koveleski (McLaren-Chevrolet M6B), 73;
 - 8, Rich Galloway (McLaren-Chevrolet M6B), 72;
 - 9, George Eaton (McLaren-Chevrolet M1B), 72;
 - 10, Leonard Janke (McLaren-Chevrolet M1C), 68;
 - 11, Tom Dutton (Lola-Chevrolet T70 Mk 3), 67.
- Retirements:** George Drolsom (Lola-Chevrolet T70 Mk 3), 59; Dan Gurney (McLaren-Ford M6B), 49; Richard Brown (McLaren-Chevrolet M8B), 43; Lothar Motschenbacher (McLaren-Ford M12), 41; Len Faustina (Lola-Chevrolet T70 Mk 2), 41; Tom Terrell (Lola-Chevrolet T70 Mk 3), 26; Jerry Crawford (McLaren-Chevrolet Mxx), 11; Frank Kahlich (McLaren-Chevrolet M1C), 5; Bob Nagel (Lola-Chevrolet T70 Mk 3), 3; John Cannon (McLaren-Chevrolet M6B).
- Fastest lap:** McLaren, 1 m 19.5 s, 111.25 mph (record).

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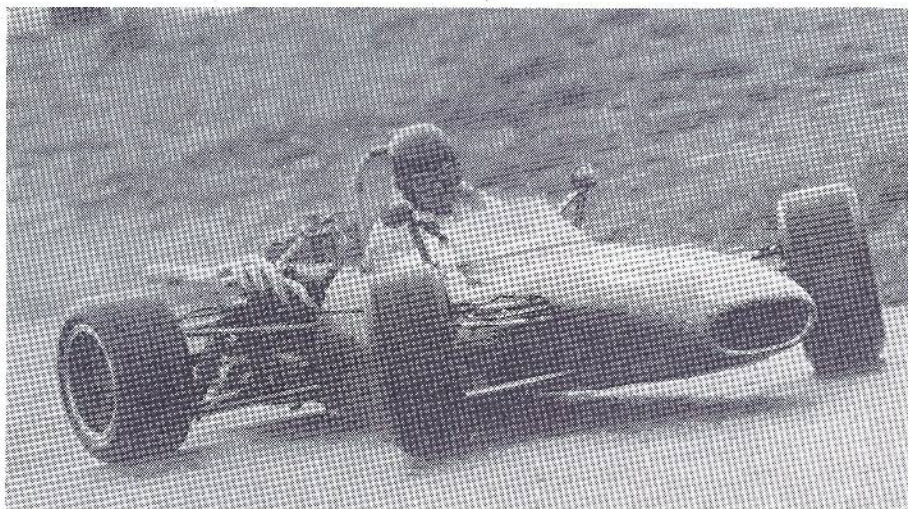
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When David Hepworth made his championship climb in his 4wd car it was a trifle damp, but he still got under 30 secs to take another 10 pts.

Records fall at Barbon

By CHRIS MASON

LAST Saturday, the Westmorland MC's round in the Shell/RAC Hillclimb Championship at Barbon Manor was held in very mixed weather conditions, which curtailed the championship runs. David Hepworth in the 4wd Hepworth-Traco, despite complaining bitterly of the rough state of the course, was convincingly fastest in wet and dry conditions, smashing Peter Westbury's five-year-old course record in the 4wd Ferguson of 27.174 s with a time of 26.78.

Practice in the morning was held in the wet, but by the time the first runs commenced the sun was shining and the course virtually dry. The very first run of the meeting, in the special series touring class, almost produced a class record when Nick Porter in his 1328 cc Cooper S was only 0.01 sec outside his own time of 32.08. He bettered this on his second run with a record 31.77, and was well clear of John Busfield (Cooper S, 34.02) and David Smith (Escort 1600 GT, 35.05). The Marque Y class up to 2200 cc (the larger class being amalgamated with the special GTs) produced an Elan Plus 2 sandwich, Anthony Crowther's example (33.48) narrowly defeating the 1.3 Flying Wheel Sprite of Fred Whitaker on both runs (33.76), with Julie Warburton's Lotus third (37.15).

The special saloons and GTs were divided at 1300 cc and the small class went, along with the class record, to the shrieking TJ-injected blown MiniSprint of Jeff Goodliff (30.58) from a very game Rodney Briggs, the previous record holder, in his more orthodox Cooper S, who managed 31.08, also under the record. Another class record went when Jack Maurice in the howling ex-Fry/Skailes LM Ferrari climbed in 30.71, convincingly defeating Mike Wright's familiar E-type (31.66) and Spotty Smith in the viciously snaking Tuscan (31.79).

Maggie Blankstone, driving exceptionally neatly in her Ginetta G12 t/c, had a very popular win, and set another record, in the hard-fought small sports-racing class. Her 30.69 finally prevailed over Gerry Tyack (Ginetta G16A, 31.19) and Bob Prest (Lotus-Holbay 7, 31.83). The larger divisions should have been a needle-match between Phil Scragg and David Good, but gear-selection troubles made the Chevron B8 a non-starter and Scragg ran with the large single-seaters. The vintage and PVT classes, divided at 1500 cc, gave wins to Derek Edwards' evergreen Aston Martin Ulster (40.53) and the 2-litre model of the same

marque driven by Geoff Bishop (36.45). Edwards only narrowly defeated Roger Newton's Meadows-engined HRG (40.91), which unfortunately had a moment at the hairpin on its second run.

Since there were no 1100 cc racing cars completing, the 1600 cars came next. On the first runs Chris Court in his ex-Griffiths Brabham BT21A t/c set a new class record of 28.40, but Sir Nick Williamson in his BT21C improved to 28.11 on his very neat second run, whereas Court was slower. Both were well ahead of Tom Clapham in his Chevron-Vegan-tune B9 t/c (31.01), last year's Sports Motors spare F3 chassis.

Roy Lane in the TechCraft (27.20) and Jimmy Johnstone in Lane's old Brabham BT14 (28.11) renewed their conflict in the big class, but were split by Phil Scragg in the Lola T70L (27.82), who was going even faster on his second run until he went straight on at the hairpin, damaging his steering on the wall, and thus putting him out of the championships runs—a pity, for Scragg was third at Barbon in 1967 and 1968. Mike MacDowel in the BT30X-Climax (28.46), which has been partially cured of its plug troubles by fitting softer plugs, was next but Clive Oakley was not far away in the Cooper-Daimler T87 (28.60).

Both Hepworth and John Cussins in the

BRM broke the course record and earned Barbon Gold Stars in the 4wd class with times of 26.78 and 26.97 respectively, with Peter Blankstone in the Chas/Beattie-built Brabham Oldsmobile BT21 taking the class award with a calm 28.45.

After Guy Smith had won the poorly-supported historic racing car class in his Frazer-Nash-Alvis, the stage was set for some really blistering times in the championship runs. However, just before Bob Jennings, tenth qualifier in the BT30X, came to the line the heavens opened and times went up by over 5 secs in most cases. Jennings managed 35.94, followed by Oakley who, despite going wide at the hairpin, recorded 34.11. After MacDowel (33.3) came a cautious Blankstone, benefiting from 4wd (32.37), while Court dropped right down to ninth (34.74). Williamson, weaving as he crossed the finish line, did an inspired 32.37 which put him up with the 4wd brigade and equal to Blankstone. Lane defeated Johnstone again, with 32.71 against 33.11, and then came Cussins. But his well-controlled 31.47 was not good enough, for Hepworth, in a slightly hairy but immensely swift run, recorded 29.33, a phenomenal performance in the conditions which put everyone in the shade.

It rained even harder before Jennings motor-boated up in 44.47, and with streams of water on the hill at an impromptu drivers' meeting it was decided to settle the championship points on only one run, and thus the meeting dripped to an untimely end.

BDT: 1. D. Hepworth (4.5 Hepworth-Oldsmobile FF 4wd V8), 26.78 (outright hill record); 2. J. R. Cussins (2.1 BRM 167 FF 4wd V8), 26.97 s; 3. R. T. Lane (3.5 TechCraft-Buick V8), 27.20 s; 4. E. P. Scragg (4.7 Lola-Ford T70L V8), 27.82 s.

Class winners: N. Porter (1.33 Mini-Cooper S), 31.77 s (record); A. E. Crowther (1.6 Lotus Elan Plus 2), 33.48 s; J. W. Goodliff (1.3 MiniSprint GT s/c), 30.58 s (record); J. Maurice (3.3 Ferrari 275 LM), 30.71 s (record); Mrs M. A. Blankstone (1.6 Ginetta-Ford G12 t/c), 30.69 s (record); D. Edwards (1.5 Aston Martin), 40.53 s; G. C. Bishop (2.0 Aston Martin), 36.45 s; Sir N. Williamson (1.6 Brabham-Ford BT21C t/c), 28.11 s (record); J. Johnstone (3.5 Brabham-Buick BT14 V8), 28.11 s; P. A. Blankstone (4.5 Brabham-Oldsmobile BT21 4wd V8), 28.45 s; G. Smith (3.5 Frazer-Nash-Alvis), 34.12 s.

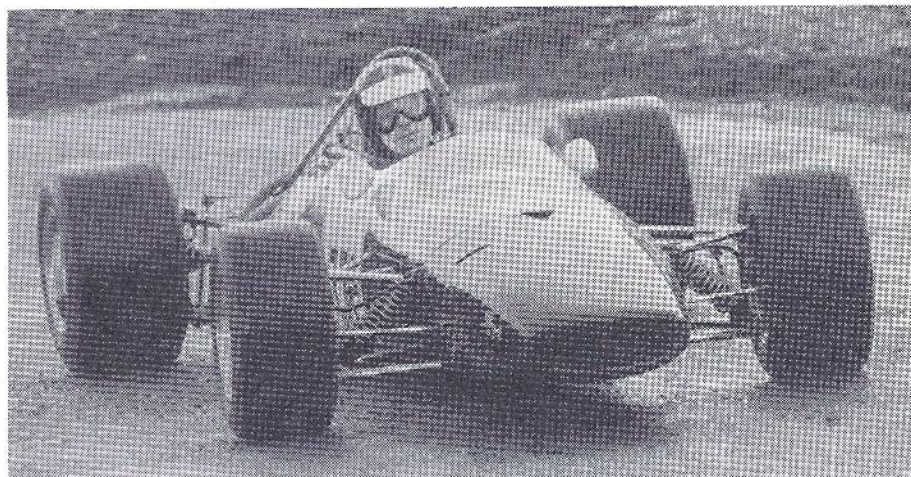
Shell/RAC Hillclimb Championship, round 4

1. Hepworth, 29.33 s; 2. Cussins, 31.47 s; 3. Williamson, 32.37 s; 4. Blankstone, 32.37 s; 5. Lane, 32.71 s; 6. Johnstone, 33.11 s; 7. M. G. H. MacDowel (2.0 Brabham-Climax BT 30X V8), 33.32 s; 8. C. C. Oakley (2.5 Cooper-Daimler T87 V8), 34.11 s; 9. C. B. Court (1.6 Brabham-Ford BT21A t/c), 34.74 s; 10. R. D. Jennings (2.0 Brabham-Climax BT30X V8), 35.94 s.

NB: Williamson's and Blankstone's placings were decided by the toss of a coin since no second run could settle the tie.

Current championship positions

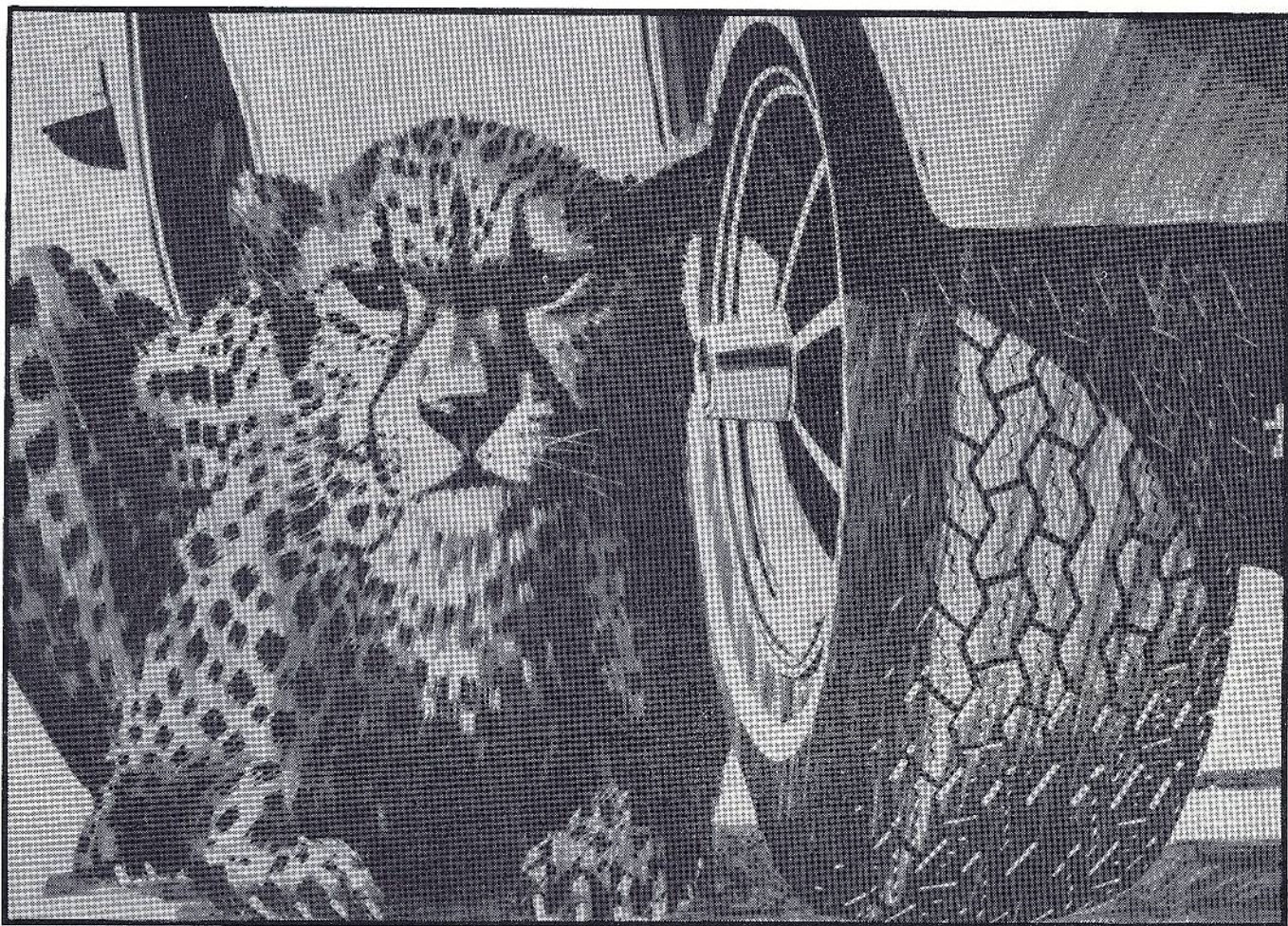
1. Hepworth, 39 pts; 2. Williamson, 31; 3. Lane and Cussins, 28; 5. Johnstone, 25; 6. MacDowel, 13; 7. P. Blankstone, 8; 8. Good and Court, 7; 10. Scragg, 6.



Mike MacDowel in the Climax FWM-powered Brabham BT30X finished ahead of Oakley, Court and codriver Jennings in seventh spot.



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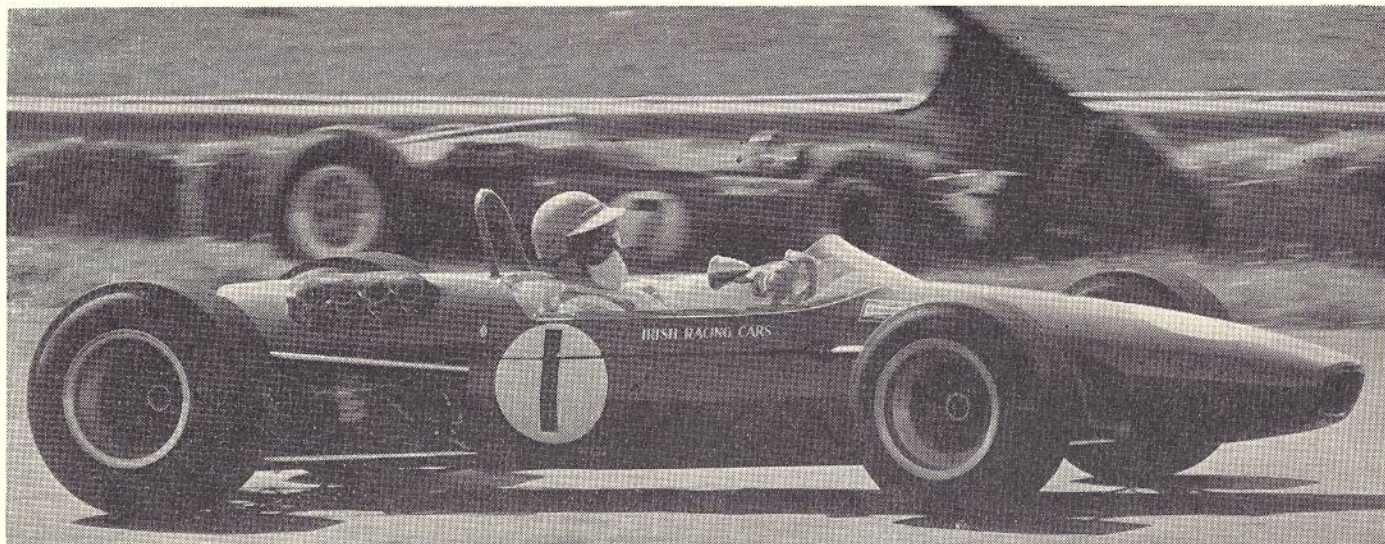


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GOOD YEAR



Tommy Reid, who equalled John Pollock's lap record in Mick Mooney's Brabham-FVA BT23, comes out of the hairpin past Damien Magee's abandoned Cooper t/c, which hit the crash barrier.

Disappointing Kirkistown

By BEATTY CRAWFORD

THE 500 MRCI received their biggest entry of the season for their third meeting at Kirkistown last Saturday, and were blessed with one of the sunniest days of the year. This should have added up to an afternoon's exciting racing, but somehow these expectations were not fulfilled, mainly due to non-starters and retirements.

As usual the proceedings started with combined scratch races for club specials and clubmen's cars. After the suspension broke on Hammy Blemin's HBR at Colonial on the first lap, only seven cars contested the race, and Wilson Nicholl's Lotus 18-based Impala Special quickly took control of the specials class and was an easy winner from David Dempster's Kieft Impala. However, there was a good battle between Michael Martin's 1.6 U2 and Richard Young's 1.5 U2; Martin took the lead initially, but on lap 7 Young nipped past going into the hairpin, only to be relegated again before Colonial. By this time Nelson Todd (1.5 U2) had retired. Young tried in vain to catch Martin in the remaining three laps, but failed by 1.6 secs.

The first saloon race was much more exciting. The 900 cc class, consisting solely of Imps, started 1 min ahead of the others, and this was a race of surprises as two relative newcomers, Jackie Patterson and David McGranahan, scored convincing wins. In the Imp class Paddy Speers took the lead from the second row of the grid with a beautifully judged start and was never headed, although Robert Franey hung on well to finish 6 secs behind in second spot. Jimmy Fitzsimmons gave a display of three-wheeling but couldn't get in contact with the leaders. Andrew Kane and Eddie Blemin were expected to dominate the 1000 cc class, but McGranahan, driving the ex Joe Greenan Janspeed Mini, showed them both a clean pair of heels after taking the lead on lap 2. David Lindsay's Anglia held second spot until retiring on the seventh lap, leaving the place to Kane. Jackie Patterson (1.3 Cooper S) drove a splendid race to win the race and his class by 11 secs from Jim McClements (1.3 Riley Elf). Alec Poole held second place for the first couple of laps with his eight-port, fuel-injected 1.3 Cooper, but stopped to change plugs on lap 3. Despite receiving a nudge at Colonial on the first lap which severely modified the front wing of his Wolseley Hornet, Eddie Regan soldiered on and took third place 9 secs

behind McClements. Larry Mulligan (1.6 Ford Anglia) was the only starter in the over 1300 cc category but drove a good race to finish second overall.

A good field contested the Formula Ford race, but again there was a surprise as John Smith ran away from everyone in his home-built car and won by 7 secs from Patsy McGarrity's Merlyn. McGarrity was on pole, but Smith was leading by the end of the first lap and held it to the finish. McGarrity annexed second place and Jackie Davidson, now fully recovered from his nasty Bishops-court prang, held a safe third in his Crosslé. The only excitement was provided by the dice for the lower placings. Dave Furlong, who hadn't practised due to trailer failure on the way to the circuit, started from the back of the grid but quickly moved up into fourth place, but he spun his chances away at the hairpin on the eighth lap. Crawford Harkness, also in a Lotus 61, retired on the second lap.

The prod sports race was sponsored by Leslie Porter Ltd, of whom Archie Phillips, the present "King" of Irish sports car racing in Ireland, is managing director. Phillips himself didn't qualify for the main award, although he competed to gain points for the yearly championship. Into the lead went Harold McGarrity and Phillips himself, both in MG Midgets, with Derek McMahon leading the over 1500 cc class in his MGB and filling sixth place. Phillips not only provided the lolly for the race but most of the excitement, for he and McGarrity passed and repassed for the first half of the 15-lap race. However, Phillips then became tired of the game and pulled ahead to win by a comfortable 7 secs from McGarrity.

Jim McClements (MG) gained third place, but only after a long battle with Eric Scott's Midget. Scott tried a little too hard at the hairpin and spun, but continued without losing a place. Harold Hagan (MG Midget), McMahon and Norman Conn (MGB) had a good dice for fifth position, although McMahon's car sounded very sick.

A new lap record was expected in the racing car race, and Tommy Reid did manage to equal John Pollock's time of 57.8 secs. John Pollock's Team Ireland Lotus-FVA 48 took the lead, followed closely by Tommy Reid in Mick Mooney's Brabham-FVA BT23. John Watson held third spot close behind in his

twin-cam Lola, and he was hounded by Brian Nelson's Lola. Pollock's car began to emit a smoke screen and came in; the trouble was found to be a faulty oil filter O-ring, and no serious damage had been caused. Reid now had the lead, and the battle for second place between Nelson and Watson was resolved on lap 9 when Watson spun at Colonial. Damien Magee modified the front of Luke Duffy's Cooper when he crashed headlong into the infamous crash barrier at the hairpin.

Three handicaps races finished the day's racing. In the first scratchman John Burke caught everyone in his long-toothed 5½-litre LB special; second was Owen North in the ex-Archie Phillips MGB, ahead of C. J. Ward in a TR3.

Jim Graham (Anglia) made good use of his 30 secs' advantage to win the second handicap from Brian Edgar's FF Lotus, with David Lindsay in third place in his 1100 Ford Anglia.

The final handicap saw all the fast men in action again. John Pollock's O-ring had been repaired and he was on scratch, while Tommy Reid elected to drive Mick Mooney's FVA car rather than his own twin-cam Brabham and was also on scratch. However, despite beating Reid by 5.6 secs and equalling his own and Reid's lap record, Pollock could only finish fourth behind Michael Mooney, the limit man in his FF Lotus, Ken Fildes in Luke Duffy's Lotus t/c and Brian Nelson's Lola.

Clubmen's cars and club specials (10 laps): 1, R. M. Martin (1.6 U2-Ford), 11 m 57.6 s, 76.58 mph; 2, R. St J. Young (1.5 U2-Ford); 3, J. W. Nicholl (Lotus Impala). **Class winners:** Martin and Nicholl.

Saloons up to 900 cc, 901 to 1100 cc, 1101 to 1300 cc and over 1300 cc (10 laps): 1, J. Patterson (1.3 Mini-Cooper S), 12 m 56.4 s, 76.79 mph; 2, L. Mulligan (1.6 Ford Anglia); 3, J. McClements (1.3 Mini-Cooper S). **Fastest lap:** Patterson and A. K. Poole (1.3 Mini-Cooper S), 1 m 10.4 s, 78.1 mph. **Class winners:** P. Speers (875 Hillman Imp), D. A. McGranahan (1.1 Mini-Cooper S), Patterson and Mulligan.

Formula Ford (10 laps): 1, J. Smith (Smithford), 11 m 3.6 s, 79.45 mph; 2, P. McGarrity (Merlyn); 3, J. Davidson (Crosslé).

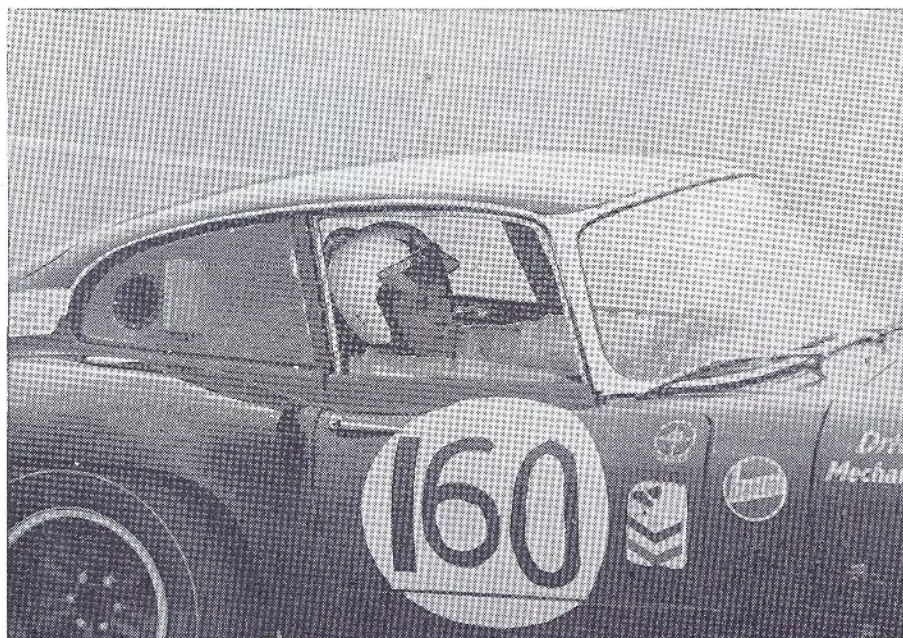
Prod sports cars up to and over 1500 cc (15 laps): 1, J. A. Phillips (1.4 MG Midget), 17 m 41.4 s, 77.77 mph; 2, H. McGarrity (1.3 MG Midget); 3, J. McClements (1.3 MG Midget). **Class winners:** Phillips and D. McMahon (1.9 MGB).

Racing cars up to 1600 cc (20 laps): 1, T. D. Reid (Brabham-FVA BT23C), 20 m 2.8 s, 81.49 mph; 2, B. Nelson (Lola-Ford T60 t/c); 3, J. Watson (1.6 Lola-Ford T100 t/c). **Fastest lap:** Reid, 57.8 s (equals course record).

Handicap (10 laps): 1, J. A. Burke (5.2 LB Special), 13 m 40 s, 73.31 mph; 2, A. O. North (1.8 MGB); 3, C. J. Ward (2.1 Triumph TR3).

Handicap (10 laps): 1, J. Graham (Ford Anglia), 12 m 17.6 s, 75.63 mph; 2, B. S. Edgar (FF Lotus); 3, D. C. Lindsay (1.1 Ford Anglia).

Handicap (10 laps): 1, M. Mooney (FF Lotus), 10 m 41.4 s, 78.32 mph; 2, K. Fildes (1.6 Lotus); 3, B. Nelson (Lola-Ford T60 t/c). **Fastest lap:** J. Pollock (Lotus-FVA 48), 57.8 s (equals course record).



John Quick is still ruling the E-type roost, and scored another win in WOO 11 at Silverstone.

BARC's NT Silverstone

By ROBERT FEARNALL

WITH seven well-supported races, four new lap records, fine sunny weather and a large crowd, the North Thames Centre of the BARC must have been very pleased with their first-ever race meeting last Sunday at Silverstone. Sadly, however, a shunt at the start of the FF race put Rod Stevens, having his first race with the AUTOSPORT Win-a-Lotus Competition Lotus 61, into hospital with a broken jaw and other facial and head injuries.

The 1150 prod sports cars were mixed with the 2- to 3-litre machines for the first Fred W. Dixon race. Poleman John Chatham took an early lead, his big Healey comfortably ahead of a demon 1150 duel between Alan Woode's Midget, David Porter's Felday-prepared Ginetta-Ford MAE G4 and John Britten's Midget, which now boasts a rear anti-roll bar after Thruxton's wheel-waving antics. Chatham disappointedly brought the Healey in to retire after seven laps with an overheating engine after the block tap had failed, and now the three 1150s were dicing for the lead, with Porter usually in front down the straight and Woode outbraking the Ginetta into Woodcote. J. B. also decided to try to pass Porter, but with no clutch his task was even more difficult, and a missed gear dropped him to third, while the Ginetta blew its rocker cover gasket and spewed its oil all over Woode's screen; but the incredible Woode outbraked Porter into Woodcote for the last time, only to run wide and give Porter his well-deserved win. Britten's Midget finished a mere 0.6 sec behind Woode, while Richard Sutherland's Sprite held off Ron Collings' class-winning Healey for fourth. George Gould's Ginetta G4 and David Pratley's Sprite came to grief in a collision at Copse on the second lap, but both escaped injury.

The first of the two FF races started with Roy Adlam's Viro coming into contact with Rod Stevens' Lotus 61, both cars hitting the barrier just before the bridge. With white flags out, a rather subdued motor race continued with five cars challenging for the lead: John Stevens' Royale in front of Rod Pickering's BeeGee, John Bisignano's Titan Mk 6,

Ricardo Achcar's SMART Merlyn Mk 11A and Liane Engeman's Pringett Mistrale. The Titan spun at Becketts on the second lap, followed two laps later by Achcar who then retired with a mysterious misfire, and when Miss Engemann retired with locked brakes, Stevens was left with an undisputed victory from Bisignano, who made an excellent recovery through the field to snatch second place from Pickering on the last lap.

With no opposition from Alistair Cowin, the GT race was a Willie Green benefit for again the Chevron-BRM B5 (which is for sale) never faltered throughout the ten laps. Twenty secs behind Green came Ian Skailles' Chevron-BMW B8, despite fading brakes; after Jim Beach retired the ex-Bonnie Lola T70 Mk 3 with no clutch, Alan Fowler's Mercury-Ford G6 and David Purley's Chevron-Ford B8 took up the third place dice, but Purley spun into the ditch at Woodcote on the last lap. The 1600 class was therefore left to Richard Neal, having his first race with a brand-new Chevron-Ford B8 fitted with an ex-Ken Tyrrell FVA engine, while after recovering from a spin at Woodcote Martin Warren lost the 1150 class when the Lotus 23 developed a misfire on the last lap, leaving the class to Peter Beaver's 23. Another car for sale was John Woolfe's unique Chevron-Repeco B12 which, apart from acting as a wedding car earlier this year, has not been seen since last year's Le Mans. However, the Type 740 Repeco engine was suffering from cobwebs in the metering unit, and Woolfe spluttered home sixth behind Ted Bunce's Lotus 47.

Three U2s formed the front row for the clubmen's race, with Keith Williams' ex-Beavis Mk 4/6 on pole, flanked by Hugh Chamberlain's Mk 6B and Jeremy Lord's Mk 8. The other front row occupier, Charles Blyth, elected to start from the back after his Lotus 7's clutch failed in practice. Silverstone expert Williams made the running, harassed by Lord, whose U2 was continually plagued with brake problems, while Blyth came through the field at a phenomenal rate to take Chamberlain for third. Lord slipped back from Williams on the last lap, with Blyth and

Chamberlain also well spaced out, ahead of Mark Sharpley's Lotus 7 and Rob Grant's ex-Jack Murrell DRW 7C.

The 10-lap saloon race that followed was tame in comparison with last week's Thruxton thriller, for it provided a runaway win for Martin Birrane's well-driven 7-litre (31 cwt) Ford Fairlane, finishing 10 secs ahead of Richard Longman's class-winning Downton Cooper S. Longman was even further ahead of the first dice between the two Minis of Peter Hawthorne and Mike Evans, but the Speedsport car of Hawthorne always had the upper hand and had 0.2 sec to spare at the flag. Hillclimber John Francis brought his Cooper S into fifth after Ian McDougall's Mini retired with overheating problems.

John Stevens reappeared for the second FF race and again the immaculate Royale was uncatchable. Behind there was a furious scrap for second place between Paul Weldon's Merlyn 11A, Colin Vandervell's Lotus 61 and Charles Carling's Crosslé 16F, but the Merlyn had its nose put out of joint on the fourth lap and was subsequently black-flagged, leaving Vandervell with a narrow advantage over Carling. Martin Denley's Alexis Mk 15 and Geddes Yeates' Merlyn 11A enjoyed a similarly close scrap for fourth, finally finishing in that order.

For once John Quick did not occupy pole position in the 1151 to 2-litre and over 3-litre prod sports race; instead Warren Pearce was in pole with Quick, John Filbee and Anthony Archer making it an all-E-type front row. Quick made his usual demon start and seemed all set for his customary easy win, but for a change Pearce gave Quick no peace, actually leading at Becketts on the eighth lap, but the unflappable Quick just managed to keep ahead at the flag. Filbee finished a lonely third ahead of Archer, who held off the class-winning Marcos-Volvo 1800 of a determined Chris Boulter. Chris Marshall's Gold Seal Spitfire could not hope to match the power of the Marcos but finished a comfortable sixth and second in class, when Gerry Bagshaw's ex-Willment Cobra dropped from fourth to seventh with a very sick motor.

Fred W. Dixon Prod Sports Championship round, up to 1150 cc and 2001 to 3000 cc (10 laps): 1. D. Porter (1.0 Ginetta-Ford G4), 11 m 39.2 s, 82.79 mph; 2. A. Woode (1.1 MG Midget); 3. J. Britten (1.1 MG Midget); 4. R. Sutherland (1.1 Austin-Healey Sprite). **Fastest lap:** Woode and J. Chatham (3.0 Austin-Healey 3000), 1 m 8.2 s, 84.88 mph (1500 cc record). **Class winners:** Porter and J. Collings (3.0 Austin-Healey 3000). **Formula Ford (10 laps):** 1. J. Stevens (Royale-Racing Prep), 11 m 26.4 s, 84.34 mph; 2. J. Bisignano (Titan-Lucas Mk 6); 3. R. Pickering (BeeGee-Holbay). **Fastest lap:** Bisignano, 1 m 6.8 s, 88.66 mph.

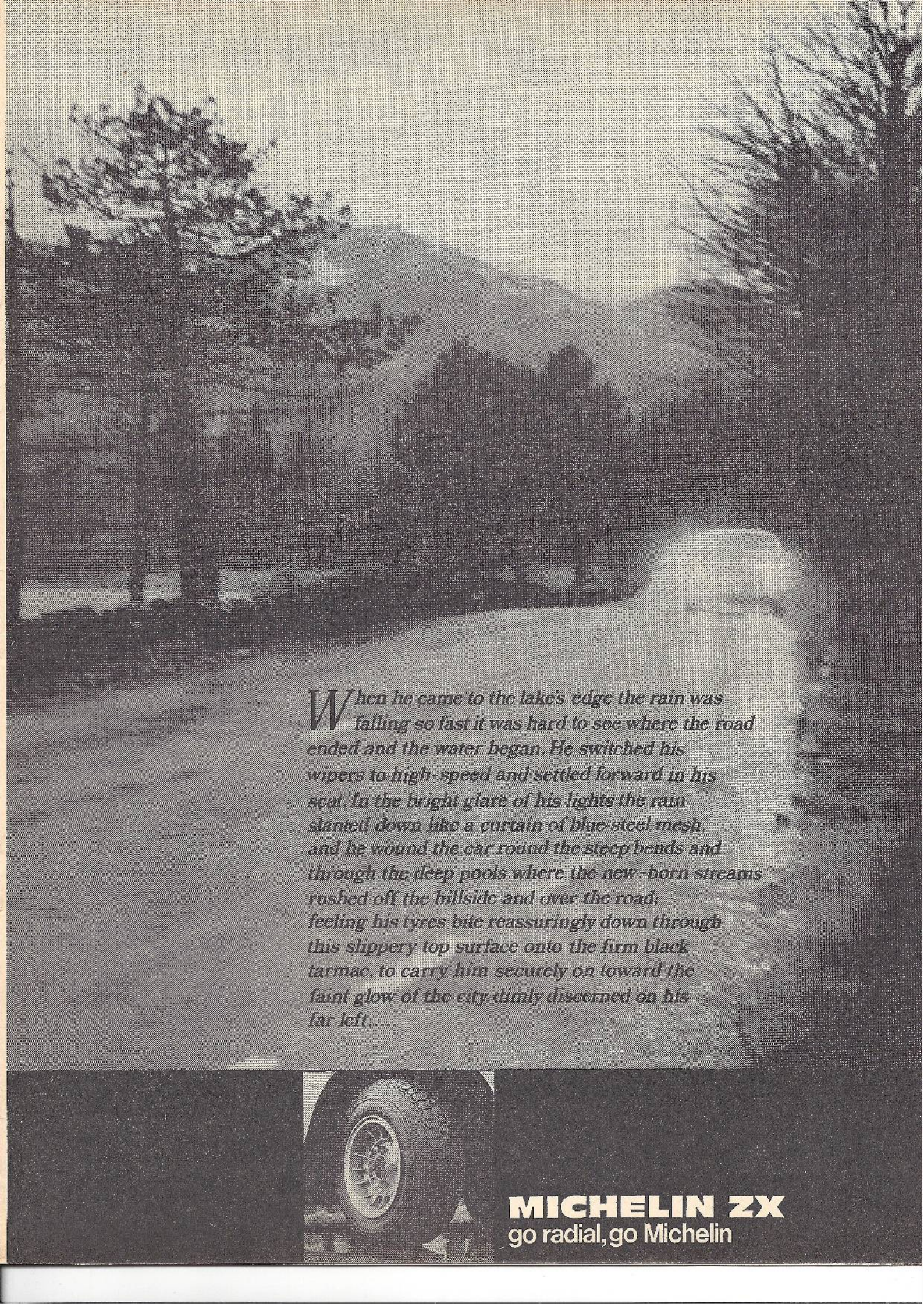
GT cars up to 1150 cc, 1151 to 1600 cc and over 1600 cc (10 laps): 1. W. Green (2.0 Chevron-BRM B5), 10 m 9.6 s, 94.96 mph; 2. I. Skailles (2.0 Chevron-BMW B8); 3. A. Fowler (2.0 Mercury-Ford t/c G6). **Fastest lap:** Green, 60 s, 98.48 mph (1601 to 2500 cc class record). **Class winners:** P. Beaver (1.1 Mercury-Ford G6), R. Neal (1.6 Chevron-Ford FVA B8) and Green.

BARC Clubmen's Championship round, up to 1000 cc and 1001 to 1600 cc (12 laps): 1. K. Williams (1.5 U2-Ford Mk 4/6), 13 m 26.8 s, 86.75 mph; 2. J. Lord (1.6 U2-Ford Mk 8); 3. C. Blyth (1.6 Lotus-Ford 7); 4. H. Chamberlain (1.5 U2-Ford Mk 6B). **Fastest lap:** Blyth, 1 m 6.2 s, 88.79 mph. **Class winners:** A. Diamond (1.0 Clubman's-BMC) and Williams.

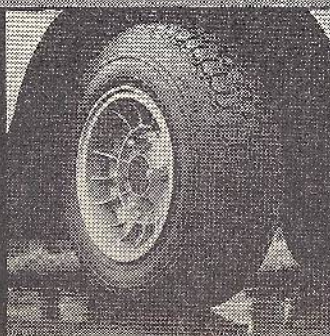
Saloons up to 850 cc, 851 to 1000 cc, 1001 to 1300 cc and over 1300 cc (10 laps): 1. M. Birrane (7.0 Ford Fairlane), 11 m 21 s, 85 mph; 2. R. Longman (1.3 Mini-Cooper S); 3. P. Hawthorne (1.3 Mini-Cooper S). **Fastest lap:** Birrane, 1 m 7 s, 86.40 mph. **Class winners:** D. Edge (850 Mini), N. Birch (1.0 Hillman Imp), Longman and Birrane.

Formula Ford (10 laps): 1. J. Stevens (Royale-Racing Prep), 11 m 19.4 s, 85.20 mph; 2. C. Vandervell (Lotus-Purley 61); 3. C. Carling (Crosslé-Planet Eng 16F). **Fastest lap:** Carling, 1 m 6.8 s, 88.66 mph.

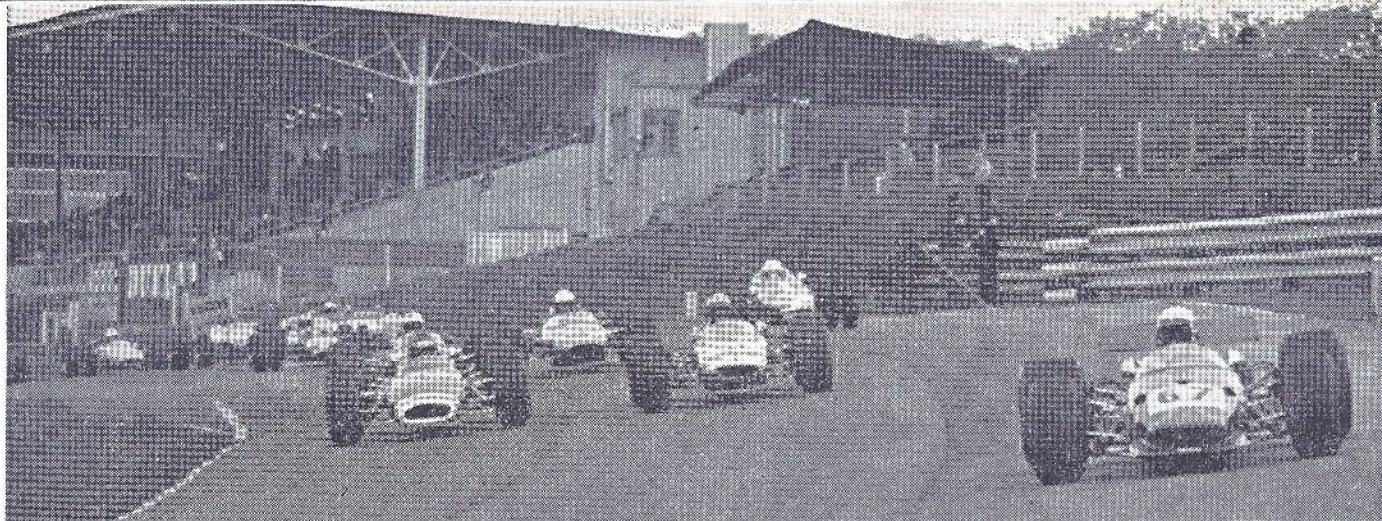
Fred W. Dixon Prod Sports Championship round, 1151 to 2000 cc and over 3000 cc (10 laps): 1. J. Quick (3.8 Jaguar E), 10 m 51.8 s, 88.81 mph; 2. W. Pearce (3.8 Jaguar E); 3. J. Filbee (3.8 Jaguar E); 4. A. Archer (3.8 Jaguar E). **Fastest lap:** Pearce, 1 m 4 s, 90.45 mph (record). **1151 to 2000 cc record:** C. Boulter (2.4 Marcos-Volvo 1800), 1 m 7.6 s, 85.63 mph. **Class winners:** Boulter and Quick.



When he came to the lake's edge the rain was falling so fast it was hard to see where the road ended and the water began. He switched his wipers to high speed and settled forward in his seat. In the bright glare of his lights the rain slanted down like a curtain of blue-steel mesh, and he wound the car round the steep bends and through the deep pools where the new-born streams rushed off the hillside and over the road, feeling his tyres bite reassuringly down through this slippery top surface onto the firm black tarmac, to carry him securely on toward the faint glow of the city dimly discerned on his far left.....



MICHELIN ZX
go radial, go Michelin



Lap one of the last race, and Graham McRae's F2 Brabham already has a handy lead at Paddock over the F3 Brabhams of Keith Jupp and Peter Deal and the rest of the libre cars.

McRae and McGovern at Brands

By TONY HILL

DESPITE a noticeable lack of "names" in the entry list, an exciting seven-race programme was presented by the Romford Enthusiasts CC at Brands Hatch last Sunday. One name that did appear was Graham McRae: driving his F2 Brabham BT23C in the *Kent Messenger* libre event, he had a very easy win and put a lap in at 49.2 s, only 0.2 sec off the record set by Peter Westbury's BT30 at Whitsun, and this on a damp and slippery track.

The first race, for small saloons, set the pattern for the day, with three cars contesting the lead at various stages. Bob Mandry made a good start from pole to lead the scramble into Paddock, followed closely by Bill Sydenham, Mike Weston and Reg Gubbins in similar Cooper Ss. This order remained until lap 4, when Sydenham overtook Mandry at Paddock and headed the field up to Druids. Gubbings started to drop back, but Weston was now pushing Mandry for second spot, the first three cars now nose-to-tail. Sydenham made a present of the lead to Mandry when he disappeared up the long circuit following a moment at Kidney; he resumed in fifth place and did well to get up to third by the flag. However, it was now Mandry and Weston fighting it out; on lap 9 they both took to the grass at Clearways, and Weston got past on the top straight, but Mandry had the power to reclaim the lead before the start-line. Weston got the inside line at Druids, but the pair collided and both spun; they continued, little damage having been caused, and Mandry got away first to win by 4 secs. The 850 class went to Tony Barnard's Mini, fifth overall behind Gubbings and ahead of Richard Holgate's similar 850.

The U2s of Brian Cox and Geoff Bremner were the only two to make a race of the championship round for 750 and 1200 formulae cars. Cox took the lead from pole position but only retained it until lap 3, when Bremner got past at Druids; Peter Poole (Jenoby) and Tony Butcher (Rejo) followed some way behind. The U2s circulated in close company for the next six laps, the lead changing several times, until Bremner finally managed to pull out a worthwhile lead; but it lasted for only one lap, for he suddenly lost all his drive. Cox ripped off his gearlever in the excitement but managed to complete the race in third gear to win by 36 secs from Poole and John Morrel (U2). The 750 division was taken by the JGS of Geoff Smith by a short head from David Coombs' 750 special.

The immaculate 1-litre Bevan Imp of Bill McGovern was on pole position for the large capacity saloon race, but it was Mick Tam-

pling's Anglia t/c which made it to Paddock first. The Anglia held a narrow lead over the 1001 cc Imp for six laps, McGovern unable to find enough room to pass, while behind the Cooper S of Howard Cooper was pushing the Anglia of Ken Pettitt for third place. Tampling's lead came to an abrupt end on lap 7 when he coasted over the line with a broken crank, and McGovern continued to win by 3 secs from Cooper and Pettitt, the latter only a further 0.6 sec down and winning the big class from Derek Ridler (Escort TC).

Although FF and F4 cars share an identical lap record at 55 s dead, their event was completely dominated by the latter, Vixen-Imps taking the first four places. Keith Blayney made a superb start from the second row to grab the lead from front-row men Bob Jarvis and Geoff Friswell, while Keith Norman brought the works car into fourth place ahead of Julian May, making an impressive all-Vixen lineup. Colin Crang had been on the front row with his Merlyn Mk 11A and could have supplied some competition to the F4s, but a muffed start left him well down the field. Jarvis took over the lead at the hairpin on lap 4, and Blayney lost another place when Friswell came past on the top straight on the next lap. He suffered even more misfortune on lap 7 when his front nearside wheel detached itself on the way up Pilgrims Rise, but he managed to stop without further damage. Jarvis and Friswell were dicing hard for the lead, the former just managing to stay in front as Friswell left his challenge just too late. Norman took third place ahead of May, the latter only just staying off a last-minute attack by Crang.

Without even enough time to cool off, Colin Crang took up pole position for the Townsend FF race. He led from flag to flag to win by a short head from Dick Barker (Alexis Mk 15), making one of his rare appearances at Brands. Second place changed hands on almost every lap, with MRS mechanic Henry Clark in Ray Allen's Merlyn fighting it out with the ex-Trimmer Brabham BT21 of Martin Grant-Peterkin and Barker, who finally got away and vainly challenged Crang for the lead.

Next was a 10-lap saloon final made up of the ten fastest cars from each of the earlier races. A brief shower before the start made the track very slippery and several drivers plumped for rain tyres. The Bevan Imp was in pole position, and Bill McGovern made no mistake, leading all the way for his second victory. A first-corner, first-lap incident eliminated the Minis of Mike Weston and Tony

Dixon together with the Anglia of Ken Pettitt, although Weston actually continued in last place, staying there for the duration. Bill Sydenham held second place until he went onto the grass at Bottom Bend on lap 8, continuing until he hit the bank behind the pits, still travelling very fast; the Mini rose up the bank and perched on top. Phil de Banks took over and held second spot in his Cooper S, while Roger Friend drove a very good race to claim third place ahead of Bob Mandry's 1-litre Cooper S, the 850 driver getting ahead at Clearways on the last lap, when Mandry spun.

The main event of the day was the 15-lap libre event sponsored jointly by Courage breweries and the *Kent Messenger*. Graham McRae's Brabham, testing for next week's Zolder meeting, made mincemeat of the rest and he got very close to the record without being at all ragged. The track was still wet, and after the meeting he said that a 47 might have been on if he had needed to extend himself. The main dicing was for second position, disputed by Keith Jupp's F3 Brabham BT28, Peter Deal's F3 BT18 and New Zealander Bert Hawthorne's similar car. Hawthorne dropped out on lap 7 with a spin at Paddock, and Deal just got the place from Jupp. Andy Sutcliffe (Merlyn) was the only other man to finish unlapped. Fred Saunders put up a very good show in the Austro Vee, duelling with Geoff Friswell's Vixen and leading him by less than 1 sec at the end.

Saloons up to 850 cc and 851 cc to 1000 cc (10 laps): 1, R. Mandry (1.0 Mini-Cooper S), 10 m 24.4 s, 71.49 mph; 2, M. Weston (1.0 Mini-Cooper S); 3, H. W. Sydenham (1.0 Mini-Cooper S). **Fastest lap:** Mandry and Sydenham, 1 m 0.0 s, 74.40 mph. **Class winners:** A. Barnard (850 Mini) and Mandry.

750 Formula and Formula 1200 championships round (10 laps): 1, B. Cox (1.2 U2-Ford), 10 m 05.8 s, 73.69 mph; 2, P. Poole (1.2 Jenoby-Ford); 3, J. Morel (1.2 U2-Ford). **Fastest lap:** G. Bremner (1.2 U2-Ford), 58.6 s, 76.18 mph. **Class winners:** G. Smith (750 JGS) and Cox.

Saloons 1001 cc to 1300 cc and over 1300 cc (10 laps): 1, W. McGovern (1001 Hillman Imp), 9 m 59.8 s, 74.42 mph; 2, H. Cooper (1.3 Mini-Cooper S); 3, K. Pettitt (1.6 Ford Anglia t/c). **Fastest lap:** McGovern, Pettitt and M. Tampling (1.6 Ford Anglia t/c), 50.0 s, 75.66 mph. **Class winners:** McGovern and Pettitt.

Formula 4 and Formula Ford (10 laps): 1, R. Jarvis (875 Vixen-Imp), 9 m 16 s, 80.29 mph; 2, G. Friswell (875 Vixen-Imp); 3, K. Norman (875 Vixen-Imp). **Fastest lap:** Friswell and Norman, 54.4 s, 82.06 mph. **Class winners:** Jarvis and C. Crang (1.6 Merlyn-Steele Mk 11A).

Formula Ford (10 laps): 1, C. Crang (1.6 Merlyn-Steele Mk 11A), 9 m 29.4 s, 78.40 mph; 2, D. Barker (1.6 Alexis Mk 15); 3, M. Grant-Peterkin (1.6 Brabham BT21). **Fastest lap:** Barker, 55.4 s, 80.58 mph.

Saloons up to 850 cc, 851 cc to 1000 cc, 1001 cc to 1300 cc and over 1300 cc (10 laps): 1, W. McGovern (1.0 Hillman Imp), 10 m 39.0 s, 69.86 mph; 2, P. de Banks (1.3 Mini-Cooper S); 3, R. Friend (850 Mini). **Fastest lap:** R. Mandry (1.0 Mini-Cooper S) and McGovern, 1 m 1.6 s, 72.47 mph. **Class winners:** R. Holgate (850 Mini), Mandry, McGovern and B. Leonard (1.6 Ford Anglia).

Courage Formula Libre Championship round (15 laps): 1, G. McRae (F2 Brabham-FVA BT23C), 12 m 45.6 s, 87.46 mph; 2, P. Deal (F3 Brabham-Lucas BT18); 3, K. Jupp (F3 Brabham-Holbay BT28). **Fastest lap:** McRae, 49.2 s, 90.73 mph.



Autocross/Rallycross

PN6: North round 2 to Dickinson

THE Liverpool MC repeated their last year's bad luck on Whit Monday with soaking wet weather and oodles of mud. This second Northern area event saw an entry of 96 to do battle on a very fast course, up and down a fairly steep slope, at Tarbuck Road, Huyton, deep in the heart of the Prime Minister's home constituency; fortunately Mr Wilson was not on hand.

Practice saw the demise of two potential class winners, Eric Clegg losing his gears in Leda 1 and Mick Sugden's Cooper S breaking its diff. The lunch break was a hive of activity, several cars being frantically worked on, both Jeff Williamson and Geoff Walker having jammed oil pressure release valves in their S engines. Walker managed to change his, but Williamson had to do his runs with the engine operating at 150 psi, against a norm of 80.

However, Jeff did not let the state of his now 999 cc engine deter him from taking the small FWD class, just pipping Jim Sherrat for first place, with Sherrat's brother Albert taking their shared Cooper S into third.

Class 2 saw Dave Cunliffe in his Climax-engined Midget rush into the lead from usual class winner Don Robinson (Downton Sprite). In doing so he covered Robinson's screen with mud so that the latter had to drive with the door open to get vision, but his time was still good enough for second in class. T. Cunliffe, sharing his brother's car, made third spot with Robinson's Downtonised team-mate John Kitchen very close behind.

Jim Gordon driving a Fiat 124 brought some variety to the leaderboard in class 3, being the meat in an Anglia sandwich, David Semple taking the class and Stu Threadgold, after a brace of class wins this season, in an unaccustomed third position.

From 11 entries in the specials class only three actually managed to complete a timed run, with "out of area" man Harry Dickinson (Baconslicer-Climax) doing one of only two runs during the day to beat 130 secs, and Ken Bottomer in the ex-John Akers Autoplas and Mike Jackson (Big Ears) taking second and third places. Jackson's brother-in-law Roger Durrant, who built the car, had the misfortune to break the diff on his run, but this car/driver combination could well be putting up Northern area BTDs very soon.

The runs were delayed at this point while marshals not only removed a large number of spectators from prohibited areas but also had to herd up the stray dogs, who were running their own event on the course. Rallycross exponent Gerry Braithwaite had no



Harry Dickinson sits very far forward in his Baconslicer special, which set BTD by almost 1 sec.

trouble in taking class 5 in his Cooper S with Harrop Motors man Malcolm Hamilton taking his brightly painted S-engined Hornet into second spot. Trevor Olds and Robin Sutton fought hard for third place in their Ss, the former taking it by 0.13 sec.

Class 6 looked to be the usual win for Gerry Solkow, although Bill Ellam (E-type) has started to push him a bit harder, and indeed the TVR led the class at the end of the first runs. However, the only class runner on the second runs, Ken Riley in his Ford-engined Midget, did a superb run to take the class.

Barry Woods in the Chinook Motors Imp had an expensive afternoon out in class 7: a bearing cap broke and went through the crankcase, causing an enormous smoke screen. Class favourite Tony Payne's Imp was misfiring and he pulled off to avoid damage to the engine, and John Akers flew his Porsche 911 round to score its first class win in his hands, with Bruce Mankin's VW-Porsche second from Vernon's Rallye Imp.

Ian Harwood made up for his disappointments on the Welsh by taking class 8 in a most conclusive manner from the big Anglias of Farrington and Greenway. Fourth man Colin Crewer (Anglia) had rushed back from the Manx specially to compete.

Many of the prize winners went home empty-handed at the end of the day, as the "man with the money" was not present when the results were announced; this was particularly unfortunate as the competitors had waited well over an hour in the rain for prize-giving. Still, all credit to Liverpool MC for getting through the event on such a day of handicaps.

JOHN FODEN.

BTD: H. Dickinson (1.1 Baconslicer-Climax Spl), 126.89 s.

Class winners: J. Williamson (1.0 Riley Elf S), 151.70 s; D. Cunliffe (1.1 MG-Climax Midget), 158.49 s; D. Semple (1.2 Ford Anglia), 157.71 s; Dickinson; G. Braithwaite (1.3 Mini-Cooper S), 139.70 s; K. Riley (1.5 MG-Ford Midget), 127.73 s; J. Akers (2.0 Porsche 911), 148.90 s; I. Harwood (1.6 Ford Escort TC), 154.0 s.

PN6: Poor SC round to special

BANK HOLIDAY autocross just has to be successful: the paying public deserve it, and the competitors expect it. But the **Vickers Armstrong (Hurn) CC** ran a very mediocre event on Whit Monday, with a totally unsuitable venue. The best thing that can be said about the meeting was that the proceeds have gone to a charity.

The course was so rough and full of yumps, partly because of rain the day before, that the cream of the entry turned straight round and went home in disgust, including Griff Griffiths, Ron Douglas and Winston Percy. Even so a very healthy crowd turned up to witness round 2 of the PN6 South Central area, which ran through to a schedule that can best be described as shambolic.

After many delays, practice became a reality but throughout the day course alterations became necessary in the interests of the competitors simply being able to complete their runs. During the timed proceedings only about half the runners were managing to clock times at all, and breakdowns were plentiful. As a result of this game of chance the results cannot possibly be regarded with any real seriousness as a guide to potential form in this area, although this observation should not detract from the performances of those who did persevere.

In the up to 1-litre Minis class, Pearce was

some 11 secs quicker than the next class competitor in practice, but in the timed runs it was the Moto-Bitz paid Keith Aslett and Minty all the way, the only two under the 3-mins mark.

The Ross family were obvious favourites in the small sports and GT car class in their 1.3 Ford-engined Rochdale Olympic. After misfiring ruined Jean Ross' timed run, husband Keith romped round to win the class, the beautifully prepared machine looking very happy despite the diabolical surface.

Graham Watton made a welcome autocross appearance in his Escort GT and was very fast and spectacular in practice, but in the afternoon his power unit succumbed to an internal mechanical failure. The class lead therefore became the subject of a battle between Luck and Denis Thorpe in the latter's 1300 twin-cam Cortina Mk 1 and the incredible P. Coates in an 1148 Morris Minor. The Minor won by 5 secs and didn't seem at all put off by the state of the course, which deteriorated even more during the afternoon, making any improvement on first-run times a virtual impossibility.

Peckham's special was fastest in practice in the specials class, but was beaten in the afternoon by D. Argyle's 1650 Turfsmoker. Argyle narrowly led Peckham after the first runs by 0.1 sec, and somehow, when everyone

club news

else was going progressively slower, he managed to improve his time by 3 secs and clinch BTD.

John Smith led the large Mini-Cooper S contingent in practice and on both timed runs, winning the class by over half a minute from the Ford-engined 1650 Mini of Jim Morgan, making its interesting *début*. Ted Cooke's Sprite won its class as it pleased, as did Mark Haynes' NSU 1200 TT, while Taylor's 1650 Anglia led on all three of its runs to take the large Ford class from Woodward's Cortina 1500 and Trevor Fox's 1600 Anglia.

Altogether very much a non-event, and certainly not what Bank Holiday motor sport should be all about. The VAHCC must do better next time, regardless of the weather before the event, for at least the conditions remained favourable throughout the day that mattered.

TONY WILLSON.

BTD: D. Argyle (1.65 Turfsmoker-Ford Spl), 2 m 43.2 s.

Class winners: K. Aslett (1.0 Mini), 2 m 50.7 s; K. Ross (1.3 Rochdale-Ford Olympic), 2 m 53 s; P. Coates (1.2 Morris Minor), 3 m 4.6 s; Argyle, J. Smith (1.3 Mini-Cooper S), 3 m 26.4 s; T. Cooke (1.6 Austin-Healey Sprite), 3 m 20 s; M. Haynes (1.2 NSU TT), 3 m 41 s; B. Taylor (1.65 Ford Anglia), 3 m 5 s.

● The rallycross on Whit Monday at Lydden Hill, organised by the **BARC SE Centre** and the **TWMC**, featured an exciting last-run-of-the-day battle between Rod Chapman's Escort TC and the Cooper S of Brian Chatfield. After Chapman had led for half the distance, the result was a narrow win for Chatfield with the best single run of the day at 2 m 48.8 s, but when the total times of the three runs were added up it was Chapman who had annexed the first of the eight BTD awards.

Almost 20 secs slower than Chatfield in third place was Tony Skelton (Cooper S), followed very closely by Roy Edwards in the Tun Tyres Mini, Nick Whiting (Escort), Paddy Thorne (Cortina), Clive Jockell (Anglia) and Jim Taylor (Volvo). The BTD awards system meant that, out of the 22 competitors who survived the event (there were 16 non-finishers), only eight failed to gain an award.

BTD: R. Chapman (1.6 Ford Escort TC), 8 m 34.8 s; 2. B. Chatfield (1.3 Mini-Cooper S), 8 m 36.6 s; 3. A. Skelton (1.3 Mini-Cooper S), 8 m 56.0 s; 4. R. Edwards (1.3 Mini-Cooper S), 8 m 56.4 s; 5. N. Whiting (1.6 Ford Escort TC), 9 m 1.0 s; 6. P. Thorne (1.6 Ford-Lotus Cortina), 9 m 7.2 s; 7. C. Jockell (Ford Anglia), 9 m 18.4 s; 8. J. Taylor (Volvo), 9 m 32.6 s.

Class winners: G. Ayres (Mini), 9 m 34.2 s; J. Wexham (Mini), 9 m 48.6 s; A. Mash (Austin A40), 10 m 47.4 s; E. Nosek (1.6 Ford Escort TC), 9 m 34.6 s; R. Standen (Austin-Healey Sprite), 10 m 17.6 s; R. Piper (Volkswagen), 10 m 46.0 s.

● The first of the six qualifying rounds of the new Castrol National Autocross Championship was held by the **Irish MRC** at Dundalk on Sunday, May 18. On a fast and dry track two new specials were quite uncatchable, and BTD went to Liam Maddock in his 1.5 Volkswagen Spl with a time of 2 m 9.6 s. Second fastest was John Tansey in his screaming DKW Spl at 2 m 11.0 s; he would have beaten Maddock but for a pylon knocking episode on his last run. Pat Fay (Renault R8 Gordini) was next at 2 m 11.7 s. There was a very big entry, and there is no doubt that autocross is currently riding the crest of a big wave of popularity in Ireland.

BTD: L. Maddock (1.5 VW Spl), 2 m 9.6 s. **Class winners:** P. Speer (Hillman Imp), 2 m 17.9 s; J. N. Tansey (1.1 DKW Spl), 2 m 11 s; D. Cullen (1.3 Mini-Cooper S), 2 m 14.6 s; Maddock (2 classes).

Overall Handicap: 1. J. Hayes (1.3 Mini-Cooper S), 2 m 8.6 s; 2. J. N. Tansey, 2 m 9.0 s; 3. Maddock, 2 m 9.6 s.

Ladies: Miss R. Smith (Hillman Imp), 2 m 22.4 s. **Novice:** B. Fagan (Ford Cortina GT), 2 m 29.8 s.

Another Jet event to Craker

THE second round of the Jet Autocross Championship was held by the **Borough 19 MC** on Whit Sunday at the Puttenden Manor course near Lingfield, Surrey.

The class for FWD cars up to 1000 cc was hotly contested with 30 entries. Owen Coffey's first-run 1 m 14.57 s set the pace and proved fast enough, with Brian Streat second and Tom Appleby and Rodney Charge equal third. The Spridgefire class was more exciting, the honours finally going to Chris Stedman with Ken Cook second. A valiant effort was put up by Keith Wilson, who did all three runs without a clutch, having to be push-started, and finished fourth.

Class 3, for front-engined RWD cars up to 1300 cc, has recently been nearly all-Anglia, but this time it produced two Morris Minors and a 100E. Competition was fierce all day, but in the end the honours went to Tom Osmond, driving a borrowed Anglia after a wheel came off his TVR Tuscan in practice. Second was Mark Kemp.

Class 4, for specials, contained two Beach Buggies, and Pierre du Plessis won at 1 m 13.31 s, closely followed by Joe Smith in the same car at 1:13.80. The fiercest competition came from the big Cooper S class. Graham Craker, the first round winner, drove superbly to take BTD again, a clear 3 secs ahead of Tony Skelton, who took the class.

Second was Stan Hastilow in his tartan Mini, after an exciting dice with Gary Streat's 1293 S.

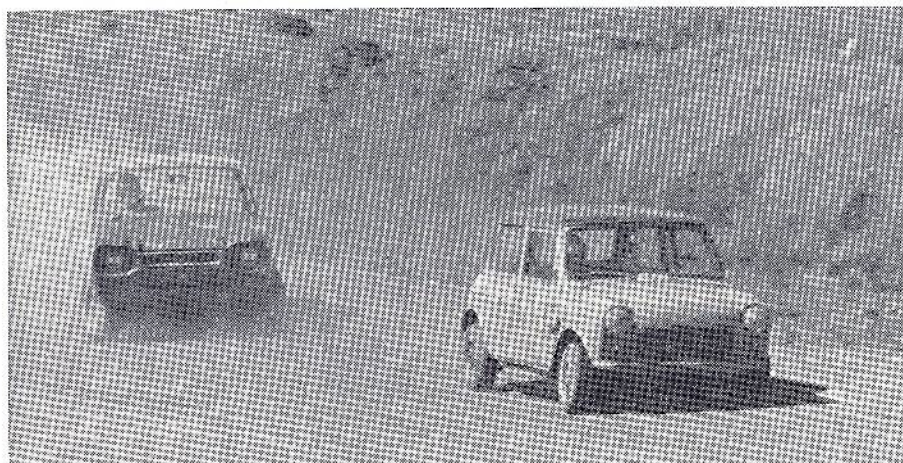
Class 6 produced the closest finish of the day, with Tony Hill's Ford crossflow-engined Sprite first with 1:19.42 from his co-driver Ted Cooke (1:19.45). The front-engined RWD class over 1300 cc had 20 entries, 19 of which were Anglias against the lone Volvo of Jim Taylor. The class produced another close battle between Josef Therstappen and John Hardesty, the former taking the honours by 0.6 sec.

The rear-engined class had only four entries, and the award went to Dave Biggs (998 Imp). The final class, for novices in standard FWD saloons up to 1000 cc, was won by Bill Davey by a clear 5 secs over Mick Reeves, both driving 850 Minis.

So ended another highly successful event, leaving Graham Craker and Pierre du Plessis leading the Jet championship table with 20 pts each.

BTD: G. Craker (1.3 Mini-Cooper S), 1 m 10.4 s.

Class winners: O. Coffey (1.0 Mini), 1 m 14.57 s; C. Stedman (1.3 Austin-Healey Sprite), 1 m 16.31 s; T. Osmond (1.3 Ford Anglia), 1 m 20.21 s; P. du Plessis (1.6 VW Beach Buggy), 1 m 13.31 s; A. Skelton (1.3 Mini-Cooper S), 1 m 13.49 s; A. Hill (1.6 Austin-Healey-Ford Sprite), 1 m 19.42 s; J. Therstappen (1.65 Ford Anglia), 1 m 17.25 s; D. Biggs (1.0 Hillman Imp), 1 m 18.25 s; B. Davey (850 Mini), 1 m 25.43 s.



BTD man at the Lydden rallycross on Whit Monday was Rod Chapman (Escort), here sideways in his pursuit of Tony Skelton's Cooper S.



Liam Maddock had a field day with his VW Spl at the Dundalk autocross—he made BTB, won two classes, and was third in the handicap off the scratch mark.

PN6 Scottish win for Mini

IT was the turn of the Lanarkshire CC on May 18 to stage a round of the PN6 Scottish Autocross Championship, the third, at Caldcrofts Farm, near Newton Mearns. On a dry, undulating course, 63 of the 73 entrants faced the starter to perform before a crowd of 4500, the largest so far.

Last year's Scottish Champion Andrew Smith had not entered, and nor had jovial Jim Dickson, who was present but driving a camera instead. However, Dundee was well represented by the brilliant Ross family, Mel (88.1 s) and Ray (89.5) running away with the two best times of the day, while brother Roy took his class (100.6) driving a Spitfire.

With the largest class buttoned up by the Ross brothers' 1.0 Mini, Gavin Nimmo (850 Mini) was third, followed by the 1-litre Minis of Angus MacDonald and Archie Wilson. Maxwell Hunter (1.3 Escort GT) took the front-engined RWD saloon class, heading Douglas Brown's similar car, with Niall Hamilton's immaculate Morris 1000 third just ahead of Andy Gray (Escort GT).

The seven specials were led by Brian McLuckie, sharing his 1537 Mini with Rob Stewart, this pair was split by Geoff Rosenbloom's Beach Buggy. The big Mini class went to Jim McCaig in his 1.3 Cooper S from Donald Lamont, these pair running away from Paul Roxburgh and Roy Watt in 1275 models.



Morris Parr in his V6-engined Anglia dices with the Peugeot 204 of W. D. Ritchie.

Barrogil Angus (1.0 Imp) came down from the north of Scotland to take his usual class win against the Porsche-engined VWs of Bill Black and Laurie Capaldi, while the big saloon class again went to David Black and his ubiquitous Volvo, despite a strong challenge by Bill Reid's similar car which ended with the bumper grinding the front tyre to a standstill.

David Wright (1.5 Anglia) took second, with Dave Fulton (1.5 Cortina GT) third.

BILL HENDERSON.

BTD: M. S. Ross (1.0 Mini), 88.1 s.
Class winners: G. R. Ross (1.3 Triumph Spitfire), 100.6 s; M. Hunter (1.3 Ford Escort GT), 101.0 s; B. McLuckie (1.5 Mini), 91.6 s; J. McCaig (1.3 Mini-Cooper S), 89.8; D. B. Angus (1.0 Hillman Imp), 96.2 s; D. C. Black (2.0 Volvo), 96.7 s.

PN6: Day wins at Canewdon

THE Thames Estuary AC last Sunday managed to promote the first Players round in the South-East that had sun all day and a bone dry track. The meeting at their Canewdon course, near Southend-on-Sea, had a very large entry and, as seems to be the case with all Players meetings, a huge crowd. The track was flat and only rutted badly in one place, where it caused a number of quite dangerous-looking moments.

It was a day of falling crowns in many of the classes, top surprise of the day being provided by Mike Day's Cobra-engined TVR Tuscan, which took BTD by nearly 2½ secs after two tremendous runs in which Mike really turned on the power. There were some out-of-area "snoopers," including Mike Dabbs in his 1293 Cooper S and Richard Wharton with his 1300 Anglia, both down from the Midlands.

Class 1, for small Minis, saw the 1000 cc cars completely beaten on a course which should have favoured their extra power. John Geeves' 850 made all the running on the first outing, but was passed by area newcomer Monty Guildford in his 850 on the second. Guildford will certainly be one to watch in this class, as he was a full 1 sec ahead of the first 1000 cc car, the Swiftone Cooper of John Coleman, who could only manage third spot despite his "Rapid Red Raver" motto.

Nick Ramus was unlucky to have two runs in which he was slightly baulked, but his Sebring Sprite was fairly and squarely beaten by the Auto Sport Centre MG Midget of comingman Barrie Duttall. To show complete consistency, Duttall made identical times in both runs, beating the rest on both. Mike Berg's lightweight Spitfire broke a half-shaft in practice. Third man Richard Moore took on the John King Sprite Mk 3 and, after a very close dice with a lot of place-swapping, Moore's smaller 998 Mk 1 vanquished the

1293 car.

Richard Wharton found that the South-Eastern drivers are as fast as their reputations but still managed to get into third spot in the 1300 RWD saloon class. He only just lost second place when, with identical second-run times, his first run time was 0.7 sec slower than the Reg Gubbings Racing Anglia of Alan Russell. Tony Merridale took his 1300 Broad-speed Anglia into top spot, consolidating his lead in the class overall, while Trevor Jones' LeeSpeed Developments 1300 just failed to beat Russell and Wharton. Dave Matthews went very well in his seemingly unsuited Standard 8 with ex-Sandilands Spitfire engine, getting into the top ten.

With twice-winning Barry Walter away, the specials class was wide open. Harry Dickinson's Baconslicer streaked away in the first runs, but his Coventry-Climax engine and chain drive were not enough to hold off Dennis Baldwin's Timp, with its never ending revs. Baldwin lapped cars on both runs and in his first spent a lap dicing with John Grimes' Lotus 7 and Chris Bruce's Brumo. Arnold Butcher brought the venerable Lotus 6 into third place, but poor Derek Hearn was unable to sort out the gears on the Twin Tiger special.

The favourite of the day, Ron Jones, had a lot of trouble on his first run and could only pick up a class second, being half a second off the winning time. Mick Bolton's 1293 Baldyne car won both runs and had a thrilling second outing with Mike Dabbs' 1293, the two of them really getting down to the crafty tactics of the game. It was good to see Roy Edwards out in yet another Tun Tyres Cooper S, which he "had thrown together out of bits that were lying around." He took fourth place, just behind Gerry Poore who was co-driving Ron Clift's 1293 car.

Undoubtedly the man of the meeting was

Mike Day, who has been pipped by the ex-Akers car of Tom Osmond on other occasions but this time wound the most powerful car of the entry to BTD on both runs and a very well deserved class win. Osmond was second, 2.5 secs in arrears, and the Lotus Elan of Tim Graham was third. Paul Kerridge had a lot of gear-change trouble and never really got going, as his new Howland box was wrongly geared even when selecting.

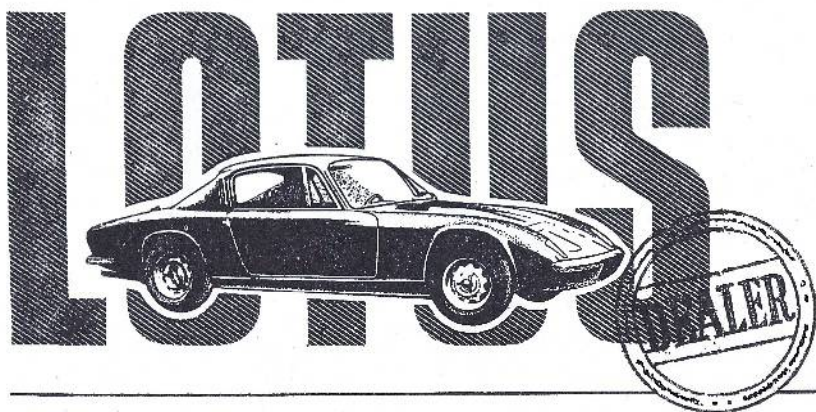
Griff Griffiths' bad luck was dispelled this time, and he took his VW (with ex-Dickie Stoop Porsche engine) to a class win with a time which turned out to be second BTD. Paul Emery, making a return to the loose with a turbocharged 1150 Imp, managed, but only just, to get into second place, as his engine threw a rod over the finish line. Laurie Manifold was third in the 1600 Beetle.

The large conventional saloon class lacked Rod Chapman again, but Brian Secker would have given him a good run, taking the class in his Denoons of Chelmsford 1650 Anglia. Jim Wicks put up another good performance with the Twin-Cam Anglia but just couldn't get up to Secker's first run time. Ron Douglas cooked the engine of his 1800 Escort after losing all the water in practice. Jeff Bartram's similar car, which now replaces his ex-Lee Anglia, went very well, taking fourth place behind Bob Merridale in his 1600 Anglia.

The eliminator was probably the most exciting yet, with almost every run proving close. It was won by the RC Special of Ron Chandler after a very friendly re-run with Tim Graham. The RC jumped the start and came round again for another, and then a wheel fell off Graham's Elan!

TONY WILLSON.

BTD: M. Day (4.7 TVR Tuscan), 1 m 24.4 s.
Class winners: M. Guildford (850 Mini), 1 m 28.7 s; B. Duttall (1.3 MG Midget), 1 m 28.0 s; T. Merridale (1.3 Ford Anglia), 1 m 31.0 s; D. Baldwin (1.0 Timp Spl), 1 m 27.9 s; M. Bolton (1.3 Mini-Cooper S), 1 m 27.1 s; Day; W. Griffiths (1.6 VW-Porsche), 1 m 26.7 s; B. Secker (1.6 Ford Anglia), 1 m 27.7 s.



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THIS WEEKEND'S RACING!



OULTON PARK

Saturday 7th June - 2 p.m.

Practice from 09.00

Mid-Cheshire Cup

organised by the Mid-Cheshire Motor Racing Club. Events for Formule Libre, Formula Ford, G.T., Production Sports, and Saloon Cars with qualifying rounds of the Redex Saloon Car, Les Leston Formula Ford and the S.T.P. G.T. Championships.

Adults 12/6, Children 5/- including admission to Stands and Paddock.

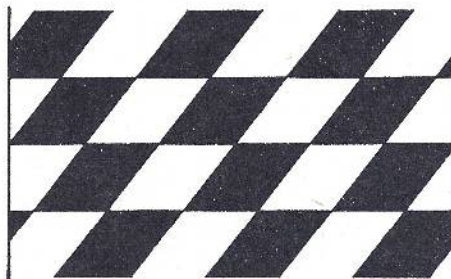
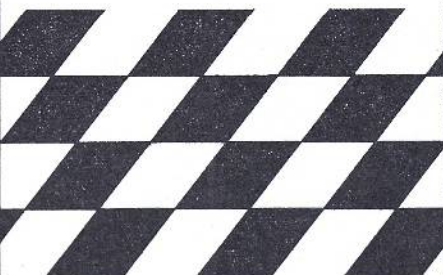
MALLORY PARK

Sunday 8th June - 2.30 p.m.

BARC Clubman's Races

events for Formule Libre, Formula Ford, Formula V, Production Sports and Saloon Cars with a qualifying round of the Bob Gerard Formule Libre Championship.

Reserved Enclosures: Adults 10/-, Children 5/- including admission to Stands. Paddock Transfer 5/- extra.



SNETTERTON

Sunday 8th June - 2.30 p.m.

Clubman's Races

organised by the Cheshunt Motor Club. events for Formule Libre, Formula Ford, G.T. Production Sports and Saloon Cars.

Reserved Enclosures: Adults 10/-, Children 5/- including admission to Stands and Paddock.

Parking Free at all Circuits.

club news

● Norman Harvey, out for his first autocross this season, took his 1293 Cooper S to BTd in the Taunton MC's PN6 SW area round last Sunday. Harvey won after favourite Ian Headon broke the diff of his very rapid IRH special. Report next week.

BYD: N. Harvey (1.3 Mini-Cooper S), 1 m 54 s.

Class winners: A. Davies (1.0 Mini-Cooper S); A. Thwaite (1.2 MG Midget); D. Thorne (1.3 Ford-Lotus Cortina); C. Webb (1.3 Lotus-BMC 7); D. Harris (1.8 MGB); M. Ranger (1.0 Hillman Imp); W. Percy (1.6 Ford Anglia t/c).

● The **BARC SE Centre** are holding an ACSMC championship autocross on June 22 at Bo-Peep Farm, Selmeaton, using a 900-yds course on the field formerly used as a car park for the old Firle hillclimb. B19MC, Brighton & Hove MC, Eastbourne & DMC, Hastings 1066 East Sussex CC, TWMC and all championship entrants are eligible, and regs are available from Mr. B. G. Edgerton, 32 Anderida Road, Willingdon, Sussex; entries (30s) close on the 15th.

● The **Buckingham & DMC** are holding their round in the LCAMC championship on July 6, and regs are now available from Mrs G. Leon, 14 Willow Grove, Old Stratford, Bucks.

● Lotus 47 driver Paul Kerridge will have a direct rival in autocross and rallycross next season, for Lotus Elan exponent Tim Graham has bought a 47, complete with BRM twin-cam and Hewland five-speed gearbox.



Hillclimbs/Sprints

Gurston win for Williamson

THE BARC South West Centre ran a round of the Castrol/BARC Hillclimb Championship at Gurston Down on Whit Sunday, when disappointingly few spectators turned up to watch an excellent meeting in showery weather. BTd was set by Sir Nick Williamson's twin-cam Brabham BT21C with a time of 38.11 s, and Jeff Goodliff in the rapid and noisy little British Vita Mini GT took over the lead in the championship from Morgan driver David Way, who moved into second ahead of Chris Cramer (1.0

Cooper S) and Peter Voigt in the DRW-Imp.

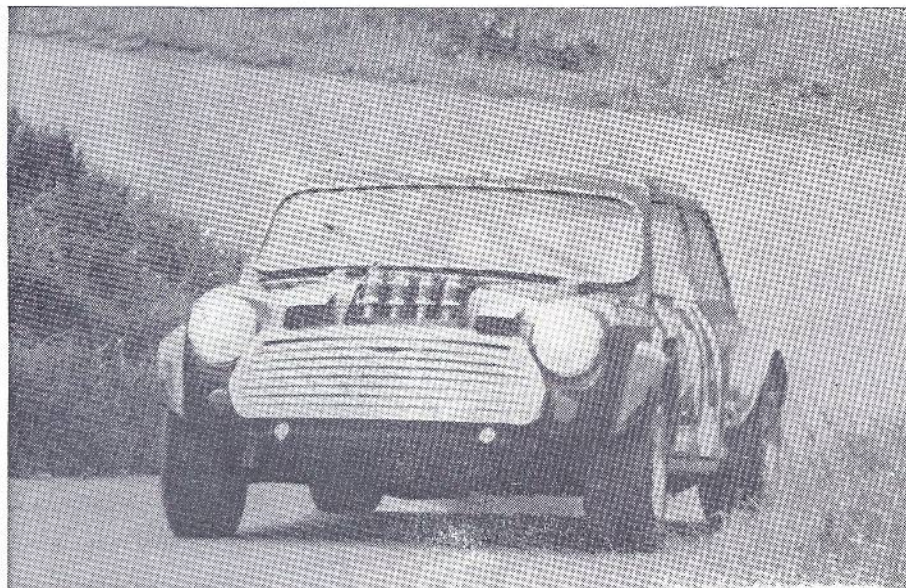
Tony Bullen's 850 Mini won the first class by over 3 secs from David Clement's Mini, and class 2 went by less than 1 sec to Cramer from the similar car of Sandy Hutcheon. More Mini battles were seen in the next two classes, Brian Preston beating John Pascoe by 0.24 sec in 1.3 Cooper Ss, and Tom Christie beating Henry Blackledge by 0.44 sec in over-bored Ss.

The prod sports classes went to Keith Ashby (Midget) from Judith Day's Marcos and the Midget of Fred Whitaker, and to Brian Alexander (TVR-Buick) from Ken Kenyon (F-type) and Way. Voigt had an easy time in the small GT class, and a new championship entrant, David Good, then provided what was perhaps the highlight of the meeting by making a long-awaited appearance at this hill with his latest Chevron B8. He knocked a full 1 sec off the old record with a 38.92 with the brilliant orange car, although he was perhaps lucky to have a dry surface on which to perform. Goodliff was 1.22 secs behind with the VitaMin.

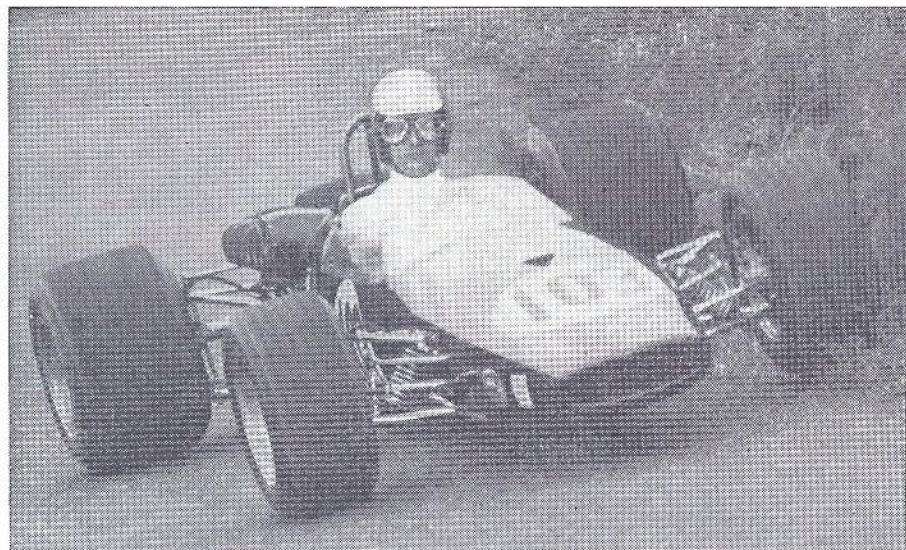
The single-seater classes went to Geoff Inglis' Cooper-Norton from Lance O'Connell's Kieft-JAP, Fred Dicker's Cooper-JAP from Tom Elton's similar but younger Cooper, and, after Nick Williamson set BTd, to Elton's son Spencer in his twin-cam Brabham BT18. The weather played havoc with this class and the run-off, Mike McDowel (Brabham-Climax BT30X) and Chris Court BT21A t/c both being unfortunate.

For the run-off the track was slippery, but Williamson climbed in 38.80, only 0.69 sec outside his BTd time, to win with ease. Good was second from Voigt, Alexander, Goodliff and Gurston newcomer Jack Maurice in the ex-Ron Fry Ferrari 250LM, who had been third in the big GT class.

SUE COX.



Jeff Goodliff's blown BVRT MiniSprint, which sports TJ injection on an eight-port head, went into the lead of the Castrol/BARC championship.



Nick Williamson gets two wheels of his immaculate twin-cam Brabham BT21C on the grass on his BTd run.

BTd: Sir N. Williamson (1.6 Brabham-Ford BT21C t/c), 38.11 s.

Class winners: A. J. Bullen (850 Mini), 49.04 s; C. F. Cramer (1.0 Mini-Cooper S), 44.69 s; B. Preston (1.3 Mini-Cooper S), 44.40 s; T. B. Christie (1.3 Mini-Cooper S), 43.31 s; K. W. Ashby (1.5 MG Midget), 44.57 s; B. G. Alexander (3.5 TVR-Buick V8), 40.82 s; P. Voigt (1.0 DRW-Hillman Mk 4), 40.12 s; D. R. Good (2.0 Chevron-BMW B8), 38.92 s (record); G. Inglis (500 Cooper-Norton Mk 10), 44.19 s; F. Dicker (1.1 Cooper-JAP Mk 8), 39.98 s; N. S. Elton (1.6 Brabham-Ford BT18 t/c), 38.26 s.

Ladies' award: Mrs T. Dunne (1.6 Brabham-Ford BT3 t/c), 45.60 s.

Top-ten run-off: 1. Williamson, 38.80 s; 2. Good, 40.32 s; 3. Voigt, 41.31 s; 4. Alexander, 41.82 s; 5. J. Goodliff (1.3 Mini GT), 42.47 s; 6. J. Maurice (3.0 Ferrari 250LM), 42.65 s; 7. J. Hill (1.6 U2-Ford Mk 6), 43.35 s; 8. Cramer, 43.43 s; 9. D. Way (Morgan 4/4), 43.79 s; 10. Ashby, 45.95 s.

● Regs are out for the **BARC Bristol & Bath Centre** restricted Castrol/BARC Hillclimb Championship round at Wiscombe on June 29. BOC, Plymouth MC, Salisbury & Shaftesbury CC, 750MC, Taunton MC, Woolbridge MC, Yeovil CC, West of England MC, WHDCC and Exeter MC are invited, and entries (£3 10s) close on June 20; secretary of the meeting is G. E. A. Budge, 33 Birch Grove, Chippenham, Wilts.

Car-breaking Santa Pod

IF nothing else, the **BDHRA** sixth annual Big Go, held at Santa Pod over Whitsun, proved one thing: you need more than just a fast car to win. You need a strong one. For a lot of racers it must have proved the most expensive meeting ever.

Tony Densham smoked the 427 Ford-powered *Commuter* through the quarter-mile in 8.50 secs at 171.82 mph, then the 'chute failed to open and once again he suffered a holed sump—backed up with a thrown bearing shell. Happily they were carrying spares (once bitten . . .) and sat up most of the night welding the sump and polishing the crank, and *Commuter* rolled to the line on Monday for another try. The smoking demonstration of brute horsepower lasted 8.56 secs as the dragster cleared the quarter-mile at 176.37 mph—it wasn't just a shell this time, it seems the bearing let loose, putting paid to a seven for yet another weekend.

Allan Herridge's beautiful Chev-powered junior fueller had its first run of the season since being rebuilt, and cranked off 137.35 mph in 10.2 secs. He came out again 30 mins later, and threw up a 100-yds smoke-screen—it blew a piston. So did Harold Bull's storming little *Stripduster*. The king of the "Big Blow Boys" just has to be Mike Hutcherson, who smoked the blown Cadillac-powered *Hils Hounddog* to 10.65 at 125.63 mph—and split the cam, the crank and the block!

MIKE COLLINS.

Divisions: Production, Bill Weichett (4.7 Trident-Ford). Sports production, Cliff Watts (1.3 Pipe Dream-BMC). Superstock, Clive Skilton (Vauxhall Ventura). Modified production, Bill Jayner (Plymouth Barracuda). Street altered, Joe Copp (Mighty Maverick-Chevrolet). Dragster, Mike Wheeler (1.0 Scorpion-Hillman).

Dragsters: Top, John Siggery (Geronimo-Oldsmobile). Mid, Tony Anderson (Trouble-Ford V6). Junior, John Whitmore (1.0 Climax-BMC).

Competition: Top, Dennis Pridde (Woolfe-whistler-Chevrolet). Mid, David Render (3.5 Ginetta-Buick G12). Junior, Dave Florent (Ford Anglia).

Street: Top, A. C. Le Fort (3.3 Ferrari 250LM). Mid, Le Fort. Junior, A. Palmer (Ford).

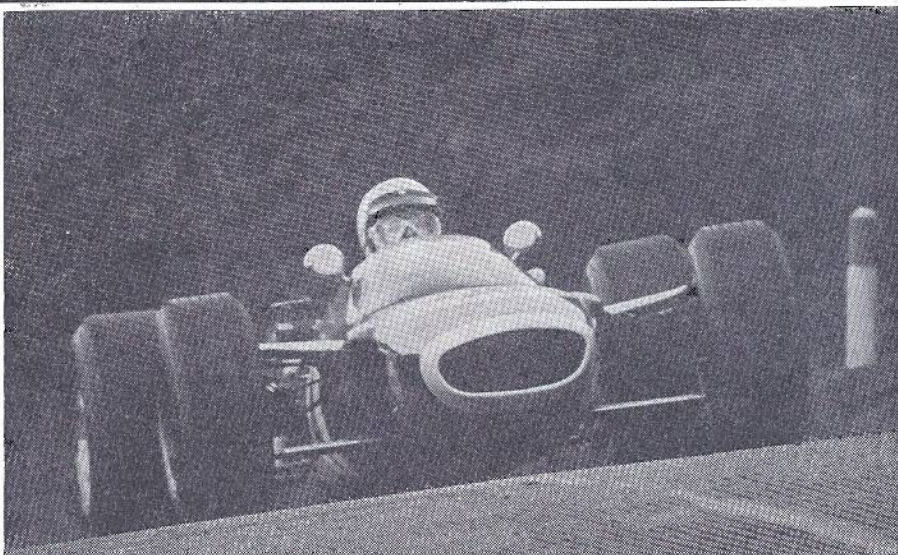
● The **BDHRA** ran a very poorly supported meet at Santa Pod last Sunday, when the dry weather was the only good feature. The runs were delayed until after 3 pm, partly because the organisers omitted to arrange the presence of an ambulance. Results:

Dragsters: Top, Maurice Hicks (Avenger-Jaguar), 12.30 s, 114.42 mph. Junior, Brian Parkin (Triumph-kart), 13.69 s, 98.14 mph.

Street: Top, Joe Rice (Little Maverick), 15.82 s, 100.50 mph. Junior, Cliff Jones (Sunbeam Rapier), 17.22 s, 79.00 mph.

● On June 29 the **SWAC** are running a restricted sprint at Llandow, with eight classes for saloons, sports/GTs, single-seaters and *libre*. The event is open to BRSCC, BARC South Wales, MGCC Bristol, Burnham-on-Sea MC, Hagley & DLCC, Tavern MC, Bridgend MC, Swansca MC, NSCC, Oxford MC and Welsh Counties CC, and entries (30s) close on June 25; regs from Colin Griffiths, 19 Winnipeg Drive, Cyncoed, Cardiff.

● The third round of the Santa Pod Sprint Championship organised by the **London MC** will be held at the Bedfordshire venue on July 13; its sponsor will be Turner-Friel Ltd, the concessionaires for Bardahl oil additive products.



Brian Cullen here taking the last bend in his twin-cam Lola T60, was one of the few drivers to chumb Calary when heavy rain was falling on the second runs.

● Last year the **MG Club (Irish Centre)** had to cancel their Calary Hillclimb at the halfway stage when Frank Keane's Lotus-Alfa Romeo 18 saturated half the hill in oil. On Saturday, May 17, this event was effectively ruined again at the halfway mark when very heavy rain turned the tarred road into a skating rink and most of the fast boys declined to take their second runs.

BTD went to Richie Heeley, who was timed at 50.99 s in his blown 1.5 Lotus-Allard 31. Brian Cullen, one of the few to race in the wet, returned a 51.74 in his twin-cam Lola T60, and David Furlong did a very creditable 53.13 in his FF Lotus 61. Best of the saloons was Freddy Heaney in his 1.3 Hornet at 54 s, followed by Stee Griffin (1.3 Cooper S) at 54.71.

BTD: R. Heeley (1.5 Lotus-Ford 31 s/c), 50.99 s. **Class winners:** J. Keaney (1.0 Mini-Cooper S), 57.0 s; F. Heaney (1.3 Wolseley Hornet), 54.0 s; T. Jobling-Purser (2.0 BMW 2002), 58.05 s; C. Vard (2.0 Porsche 911S), 56.16 s; D. Furlong (FF Lotus 61), 53.13 s; R. Heeley, 50.99 s. **Overall Handicap:** R. Newell (650 Lephrehaun-BSA), 47.18 s; D. Humphreys (Triumph Herald), 48.69 s; R. Gorman (1.3 Mini-Cooper S), 49.03 s.

● Following his Barbon victory on Saturday, David Hepworth took his Hepworth-Olds to BTD in the **BARC Yorks Centre's** Montague Burton Trophy national at Harewood on Sunday, also winning the run-off from Jimmy Johnstone (Brabham-Buick), Roy Lane (Tech-Craft-Buick) and Mike MacDowel (Brabham-Climax). Jeff Goodliff set the only record of the afternoon when he broke the class 9 time with the BVRT MiniSprint. Full report next week. Results:

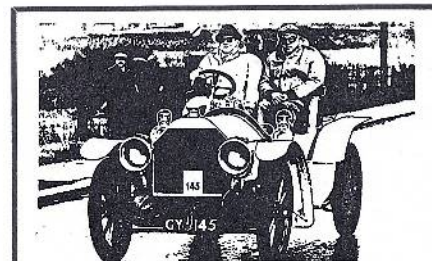
BTD: D. Hepworth (4.5 Hepworth-Oldsmobile FF 4wd V8), 43.20 s.

Class winners: E. Stansfield (1.0 Mini-Cooper S), 53.51 s; R. White (1.6 Ford Cortina GT), 53.54 s; N. Porter (1.3 Mini-Cooper S), 50.25 s; E. Stansfield (1.0 Mini-Cooper S s/c), 51.22 s; F. P. Kaye (1.3 Mini-Cooper S), 49.62 s; F. J. Whitaker (1.3 MG Midget), 51.74 s; R. Speak (1.8 MGB), 51.75 s; A. Mountain (4.2 Jaguar E), 50.56 s; J. W. Goodliff (1.3 MiniSprint s/c GT), 48.03 s (record); D. R. Good (2.0 Chevrolet-BMW BA), 47.95 s; R. J. Prest (1.6 Lotus-Ford 7), 49.45 s; H. Wilkinson (1.6 Lotus-Ford 23B 1/c), 48.22 s; J. M. McCartney (1.8 Felday-BRM-4wd V8), 51.04 s; F. H. Crosby (1.1 Mamba-BMC Mk 3), 50.00 s; C. B. Court (1.6 Brabham-Ford BT21A 1/c), 46.76 s; J. Johnstone (3.5 Brabham-Buick BT14 V8), 45.28 s; Hepworth, 43.94 s; J. Mitchell (Hispano Suiza), 90.4 s.

Top-10 run-off: 1, Hepworth, 43.20 s; 2, Johnstone, 43.95 s; 3, R. T. Lane (3.5 Tech-Craft-Buick V8), 44.93 s; 4, M. MacDowel (2.0 Brabham-Climax BT30X V8), 45.60 s; 5, C. C. Oakley (2.5 Cooper-Daimler T87 V8), 46.12 s; 6, Court, 46.54 s; 7, Goodliff, 47.32 s; 8, Good, 47.68 s; 9, Wilkinson, 48.09 s; 10, P. A. Blankstone (4.5 Brabham-Oldsmobile BT21 4wd V8), failed.

● Regs are out for the **Longton & DMC's** restricted sprint on July 13 on the fast 14-mile Burtonwood airfield course near Warrington, Lancs. BARC Y speed event classes will be used, and BARC Y, BRSCC NW, Liverpool MC, MGCC, MCMRC, Morecambe CC, SD34C, VSCC and YSCC are invited. Entries (£2) to Mrs M. J. Frew, 32 New Lane, Penwortham, Preston, Lancs (Preston 43933), by July 5.

● Coming up on July 20 is the **BARC Yorks Centre's** second restricted Vintage and Novices Hillclimb at Harewood. Regs are available from the club's Leeds office at 6 Sidney St, Vicar Lane.



Other events

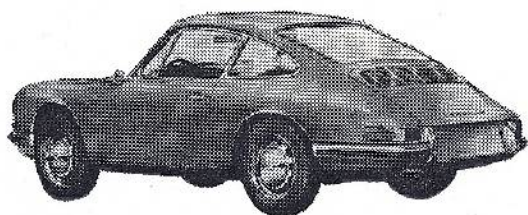
● Racing chief constable John Gott was principal guest at the annual dinner, dance and presentation of awards of the East Midlands Association of Motor Clubs at the Grange Farm, Toton, near Nottingham, last Friday (May 30). He presented the trophies, including the association inter-club shield to Dukeries MC, and individual rally drivers and navigators awards to Dave Sutton and Colin Adkin.

● The official results of the **Farnborough DMC/Guildford MC** Dimanche Tour Rally show that John Hodge/K. James were third in a fuel-injected Peugeot 404 with 1033 penalties, and that T. Patteson/Miss C. Laist (Cooper S) were eighth with 1151. The results we published last week should be amended accordingly.

● English driving test expert Rodney Goodchild won the Isle of Man *Daily Mail* driving tests on May 25 with his 1300 Cooper S. The tests formed part of the Manx Trophy Rally, and Colin Malkin's winning Imp won its class; David Smith (Escort GT) and Paul Kerridge (Honda 800S) were the other class winners.

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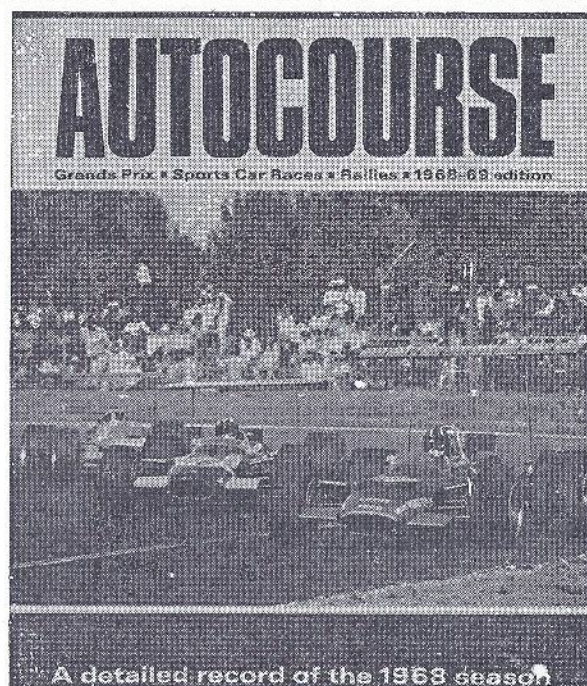
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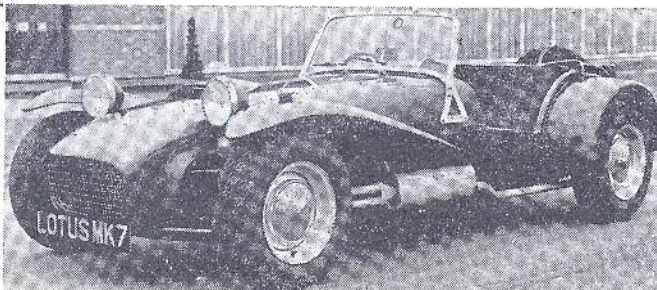
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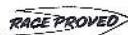
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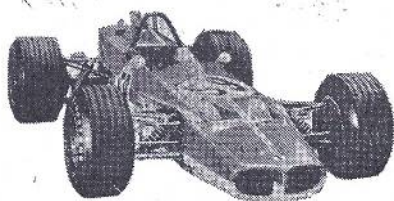


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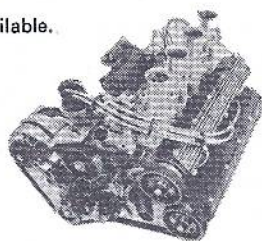
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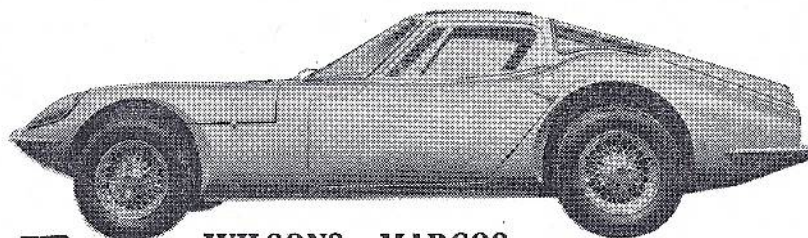
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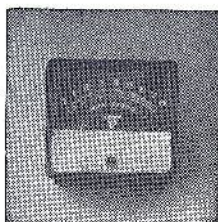
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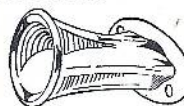
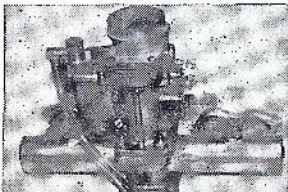
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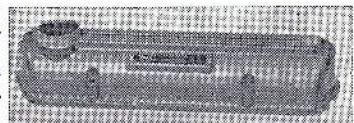
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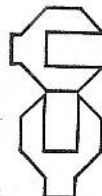
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155 x 12		5.17. 6	6. 5. 3	6. 4. 0
145 x 13	5. 2. 1	5.16. 3	6. 4. 0	6. 5. 7
155 x 13	5. 8. 0	6. 2. 6	6.10. 9	6.16.11
165 x 13	5.15. 4	6. 8. 6	6.17. 6	7. 7. 8
175 x 13	6.12. 3	7. 5. 3	7.14. 9	7.19.11
185 x 13		8.10. 0		
205 x 13			10.13. 9 (SP4)	
145 x 14			6. 8. 6 (only)	
155 x 14	5.15. 6	6. 9. 6	6.18. 3	
165 x 14	6. 3. 0	6.16. 6	7. 5. 6	7.12. 6
185 x 14	8.16. 6	9.14.11	10. 7.10	
205 x 14			10. 7.10 (tubed)	
155 x 15	6. 2. 0	6.16. 3	7. 5. 6	7.17.11
165 x 15	6.11. 1	7. 4. 3	7.13. 6	8. 0. 0
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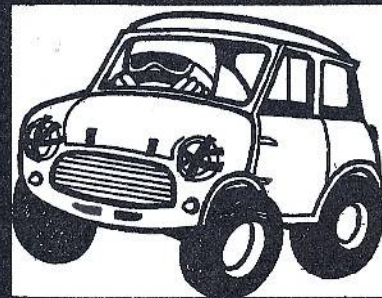
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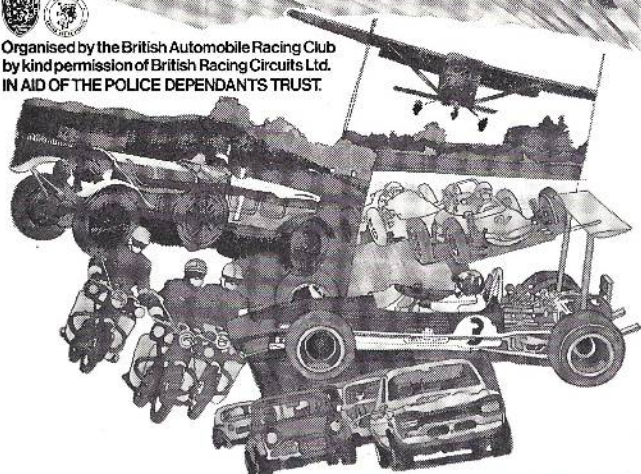
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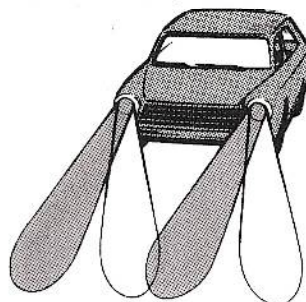
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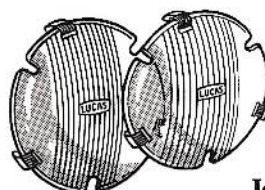


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